

# The International Teamster

SEPTEMBER 1952



Yosemite Nat'l. Park

Kings Canyon Nat'l. Park

Bakersfield

Sequoia Nat'l. Park

TEAMSTERS  
Convention  
STATLER HOTEL  
OCT. 13, 1952

Los Angeles

Hollywood

Long Beach

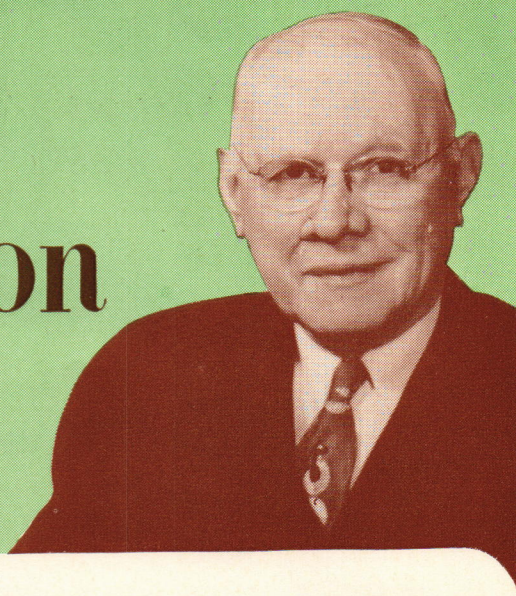
Palm Springs

San Diego



# Call to Political Action

**A Labor Day Message from  
President William Green of the  
American Federation of Labor**



**O**N this Labor Day, I summon the eight million members of the American Federation of Labor to political action.

America is now in the midst of a crucial political campaign the outcome of which will affect our national security and the well-being of all our citizens.

The men and women of our labor movement cannot afford to be neutral in the face of this great challenge. It is against our whole tradition to be neutral in politics. As Samuel Gompers told us, "We must reward our friends and defeat our enemies."

Our experience of the past five years has taught us that none of labor's gains of the past half century is safe so long as Congress and the state legislatures can legislate them out of existence with repressive laws like the Taft-Hartley Act.

We have learned that our economic strength can be vitiated by political weakness. It is time to demonstrate our political strength.

If all the eight million men and women of the American Federation of Labor and their families and friends exercise their right to vote, we can help to elect a new Congress and new state legislatures which will be liberal instead of reactionary. We can put men in public office who are more responsive to human needs than to the demands of entrenched greed.

It is not my purpose or intention to tell the members of our labor movement to vote Democratic or to vote Republican. This year, as in the past, the American Federation of Labor will maintain its traditional nonpartisan political policy. Let me emphasize that nonpartisanship does not mean neutrality. It means only that we must direct our strength to the support of principles, rather than give endorsement to political parties, as such.

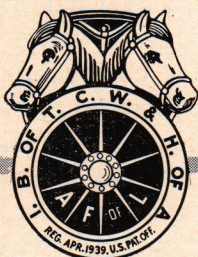
In our democracy, political candidates are the carriers of principles and policies. We can put the principles and policies which we uphold into effect only by electing candidates who believe in them, regardless of their party affiliation.

This requires a course of positive action on the part of every faithful trade unionist. It means first, that he must register and vote. It means that he should familiarize himself with the party platforms and with the voting records of candi-

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# The International Teamster



**DANIEL J. TOBIN • Editor**

**Vol. 49**

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**No. 9**

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## Representative's Duty

Certainly, gentlemen, it ought to be the happiness and glory of a representative to live in the strictest union, the closest correspondence, and the most unreserved communication with his constituents. Their wishes ought to have great weight with him; their opinion, high respect; their business, unremitted attention. It is his duty to sacrifice his repose, his pleasures, his satisfactions, to theirs; and above all, ever, and in all cases, to prefer their interest to his own. But his unbiased opinion, his mature judgment, his enlightened conscience, he ought not to sacrifice to you, to any man, or to any set of men living. These he does not derive from your pleasure; no, nor from the law and the constitution. They are a trust from Providence, for the abuse of which he is deeply answerable. Your representative owes you, not his industry only, but his judgment; and he betrays, instead of serving you, if he sacrifices it to your opinion.

—EDMUND BURKE,  
From "To the Electors of Bristol."

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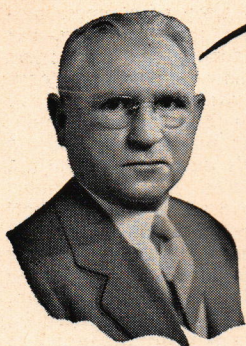
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## Timely Remarks

by DANIEL J. TOBIN

### ***Problem of Deductions***

The United States Congress is now studying the situation concerning retirement benefits for railroad employees. At the present time the railroad retirement system functions through a 12½ per cent pay roll tax on earnings up to \$300 per month. In other words, a railroad worker earning \$3,600 a year has his pay roll taxed \$450 a year—quite a bit for any worker. The Government maintains that an increase in the benefits under the present set-up means that the worker must pay in more of his wages; the Association of American Railroads says that taxes to support a retirement system for rail workers are now as high as they can go; the railroad unions are faced with the same problem that all unions watch “How much money can be taken from a worker’s pay check and still allow a decent improvement in his standard of living?” Withholding taxes, social security taxes, health and welfare deductions, unemployment compensation, company insurance contributions, contributory costs for maintenance, laundering, and upkeep of uniforms, etc., have reached so high a level that one could not visualize the great extent of these items even a few years ago. It seems to me that these items should receive more study by our people to insure the soundest solution for this puzzling pay check condition.

### ***An Unequal Task***

With the changing times, and with dislocation in industry, the nation’s transportation system must accommodate itself to the new order. The railroad interests, as powerful as any industrial group in the country, are using every means possible to prevent the normal acceptance of highway transportation. For many years the railroads enjoyed a virtual monopoly in freight movements, but that monopoly has been severely dented by the tremendous strides

in highway development and mechanical improvement of the truck. It’s an awkward awakening for a business monopoly to enter into the “free enterprise” competitive field and be forced to do business in the American way. We can appreciate the plight of the railroads; but, we do not condone their enlisting the support of the Government regulatory bodies, and the legislatures to continue their gravy train at the expense of the trucking industry, with complete disregard for the scientific developments which brought about the new competition. The trucking industry itself is hampered by drastic competition within its own framework, and has been struggling for years to clean its own stables. One robin may not be a sign that spring is here, but one truck can well mean a new trucking concern has entered the motor carrier field. Such intense competition among the several branches of the trucking business keeps the industry in a chaos unknown in the railroad trade. To make matters more complicated, the big industrial shippers keep threatening to put their own vehicles on the road while they huckster and wrangle the motor carriers against each other. Against this background, the Teamsters union must negotiate and attempt to enforce provisions of labor agreements—that task knows no equal.

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### ***Two Acts in Common***

The Taft-Hartley Act has been in existence now for five years; it is discussed and argued about as much as the Prohibition Act of 30 years ago. Both Acts have this in common: they restrict the freedom of vast masses of our people; they were promoted by small self-serving groups of powerful lobbyists. The Prohibition Act was kept on the books for 14 years; how long we must suffer under the oppressive Taft-Hartley Act is anybody’s guess.

One of the cunning impertinences of Taft-Hartley was to associate the labor movement with Communism. It is now gratifying to know that even some United States Senators have come to the conclusion that the American labor movement does not need any interference from the Government to protect the workingman from Communism, and that the non-Communist oath required of union officers by Taft-Hartley is useless and degrading. The staff of the Senate Labor Sub-committee now states: “It must be candidly recognized that at this stage, the non-Communist affidavit is serving no practical purpose.” When we consider that it costs the Government plenty of tax money to enforce this affidavit



provision in the law, along with all the other parts of Taft-Hartley, why not reduce taxes by repealing the Act? It's bound to go the way of the Prohibition Act, but let's not spend vast sums of taxpayer's money any longer on legislation that has not accomplished any purpose.

### ***Maintain Courage***

We in the Teamsters union cannot run away from the assaults, the rebuffs and the abuse of the everyday world. Our finest progress has been accomplished when the attacks of the newspapers, radio and lobbyists were at their height. If we maintain the courage, fixity of purpose and tenacity so characteristic of our membership and leadership in the past, no combination of cunning public relations hirelings will be able to prevent us from advancing the interests of the truck drivers and warehousemen in our union. Remember that our cause is still as just, decent and honorable as at any time in our long history. The courts and the legislatures cannot forever contrive to be blind to the needs of the workingman. During the next few weeks a presidential election will be uppermost in the press and radio. The laboring man can expect to hear his union criticized and slandered by "Big Business" interests. The confusion of the worker will be attempted. The wages and working conditions of all Teamsters will be severely affected if our unions are further harassed and hamstrung by a Congress and Administration which will serve the rich and powerful at the expense of the worker. We can no longer afford to stay away from the elections. Voting is a privilege which, if not properly exercised, can be very costly.

### ***An Excess Profits 'Dodge'***

Advertising in newspapers, magazines, and the radio, etc., amounted to 6½ billion dollars last year. This is a lot of money—more than all the union dues collected over the past 100 years. It

**Hon. Daniel J. Tobin, General President  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen and Helpers of America  
222 E. Michigan Street  
Indianapolis, Indiana.**

**Dear Friend Dan:**

The prominence given to my report on railroad reorganization policies of the Interstate Commerce Commission in the August issue of the "International Teamster" deserves this little "thank-you" note. I know of no other national publication that treated this important phase of our transportation problems with such truth and emphasis. I value your journal, and I warmly approve your constant efforts to keep your membership adequately informed on the national issues that affect their livelihood. Moreover, I number among my intimate friends and supporters a large portion of the Teamsters and their families in the State of New Hampshire. I can honestly assert that the Teamsters Union has provided the only effective and sound course for improvement of the wages and working conditions of the trucking employees in my state.

While it might seem a bit tardy at this point to refer to my last election contest, I would be amiss if I did not make acknowledgment of the splendid guidance and help rendered by the New Hampshire Teamsters group in returning me to office. There is no doubt in my mind that the Teamsters' movement here is a leading spirit of our laboring force. Your New Hampshire members are as high a type citizen as our state possesses. Your excellent leadership is reflected by their status in the community.

May the Teamsters, God willing, continue their successful mission of improving the lot of the workingman throughout the nation.

With kindest personal regards,

Sincerely,  
**CHARLES W. TOBEY.**

is difficult to see how the so-called "free press" cannot become a complete captive under the influence of such luscious bounties. This money was so flush because the big business concerns would have been forced to pay 5 billion of it to Uncle Sam as income tax. In other words, if the excess profits tax weren't on the books and advertising weren't considered an operating expense, we feel quite confident many of the full-page ads against unions and such would never have been printed. In this period of our national life, with the Korean War, the drafting of our young men for military duty, etc., it seems to me to be a great waste of our economic effort and resources to advertise services, merchandise, ideas and philosophy when the Government is pleading with its citizens to buy only what they need, and



contribute what money is left to finance the war. The self-discipline of these "free enterprise" advocates, because they are not restricted by Taft-Hartley, could bring the advertising field to the proper wartime or austerity level. They advocate restraint for the trade-union movement when strikes, wage freezes, and similar issues are concerned. In all fairness and decency this advertising barrage could well be stream-lined for our war economy—especially when Uncle Sam is paying most of the bill.

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### ***Opened for Inspection***

The employers' standard plea, when the Teamsters seek a wage increase, is that they are going broke; they are going to close the doors and quit business, etc. Years ago we couldn't do anything to fight that argument even though in most cases we knew it to be false. Now comes a judge, up in Canada of all places, and states that a company, which claims to be losing money, should open its books for the inspection of the union.

Judge W. S. Lane, of Ontario, chairman of a conciliation board in a dispute between a steel firm and a union, ruled that the plea of inability to pay the going wage rate in an industry must be backed up by submitting its costs and financial condition to the union. The company, Otaca Limited, was operating at an advantage of 40 cents per hour over its competitors, and the judge said, "it is not proper for the company to argue that they cannot pay unless they are prepared to have that statement analyzed by experts acting for the opposite party."

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### ***Which 'Good Old Days'?***

The "good old days" are something that I don't want to see come back. When anybody tells you that things are "going to the dogs," and that we miss a lot of the pleasures and palaces of 50 years ago, just think back and visualize what the Teamster had at that time. I hauled freight in the "good old days" and have watched intently the change in our working conditions in the past 50 years; and believe me, I don't hanker for those old days again. In 1900, the average yearly wage, or take-home pay, for the Teamster was in the range of \$300 to \$400 per year. We didn't have social rights, economic rights, civil rights or any rights, for that matter. The lot of the Teamster at the turn of the century was one of real poverty—we lived in slums with no decency and self-respect. The back-breaking work in the trucking trade, the working conditions of long hours and

unpleasant, unhealthy surroundings, are my recollection of the "good old days." In 1900 it was beyond our intelligence or wildest dreams to conceive of a drayman owning an automobile, electric refrigerator, washing machine, bath tub, home furnace, etc.; he didn't dare to own a union button. The Teamsters union doesn't want to see the "good old days" come back! Take it from me, it was no picnic to get an employer to even talk to a business agent, let alone negotiate a contract for his employees in the "good old days."

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### ***Handicapped Procession***

During the next few weeks we are going to hear a lot about corruption in Government as those politicians who are not now in office are attempting to feather their nests for the next few years. The cry is nothing new—it's as old as the beginning of time. "Beware of the Greeks bearing gifts," an ancient saying fits in here very well. A few years ago the newspapers would lead you to believe that the labor movement had all the foul characters in the country. Now with basketball scandals, income tax shortages, gambling schemes, police graft, big business bribes, and what have you, it looks as if the rich people of the country are using their money to corrupt some people with no money but with the ability to throw a ball game or two.

Things, of course, are not as bad as the alarmists scream. In the first place, the Ten Commandments have been abused for centuries on end, and civilization seems to proceed under the handicap. Business and swindling have been almost the same thing since the buyer was warned to beware the seller. Business methods have been creeping into Government over the past 50 years; in fact, all the so-called experts have been promoting business methods in Government operations. Is it any wonder then that the sordid side of business has also appeared in Government operations?

There are over 3,000,000 employees on Government pay rolls in some form or other—in that respect Government is the biggest business in the world. Huge contracts and loans are negotiated daily by these people with private business groups. When any bribes are passed these powerful business groups are more to blame than the low- and medium-salaried Government clerks. Let's not be confused about this corruption talk; when the rich and powerful business interests are punished to the same degree as the poor Government employee, much of this trouble will disappear.



# *Father of Labor Day Honored*



**A** MEMORIAL to the Father of Labor Day—Peter J. McGuire—was unveiled August 9 in a little township in New Jersey. Commemorating the 100th anniversary of his birth, many national, state, and local labor leaders assembled at his grave in Arlington Cemetery, Pennsauken Township, Merchantville, N. J., to pay homage to one of America's greatest labor leaders.

## ***Dignitaries Attend***

Among the participants in the memorial ceremonies were Secretary of Labor Maurice J. Tobin, American Federation of Labor President William Green, AFL Secretary-Treasurer George Meany, and Daniel J. Tobin, General President, International Brotherhood of Teamsters. The many carpenters and joiners, whose craft was organized by Peter McGuire, were led by M. A. Hutcheson, General President

of the United Brotherhood of Carpenters and Joiners of America; Wm. L. Hutcheson, General President Emeritus of the Brotherhood; and Frank Duffy, General Secretary Emeritus of the Brotherhood.

Organized Labor was assembled to pay tribute to a great laboring man. Not only was he instrumental in the founding of Labor Day, but he brought about the establishment of a leading international union of wood workers and participated in the establishment of the American Federation of Labor.

Peter J. McGuire was born in New York City on July 6, 1852. His family was poor, and at the age of 11 he was forced to end his formal schooling to help support the family.

Realizing the handicap of a man not skilled in a craft, he entered the trade of cabinet making and soon joined the Cabinet Makers Union of New York. This was in 1872. At

night, he attended Cooper Union Institute to complete his education.

His work in the union convinced him that the salvation of the wage earner lay in organization. Unionism became his prime interest in life.

He recognized the need for one international union of wood workers and in June, 1881, he issued the first call for a convention. Wood workers met in Chicago, August 8-12, and formed the Brotherhood of Carpenters. McGuire was elected first general secretary of the organization and served in that capacity for 20 years.

## ***Staunch Unionist***

He was a staunch advocate of unionism. When urging the establishment of the international union, he said, "We must have a national union, embracing every competent carpenter and founded on a basis

*(Continued on page 22)*



# 16th Western Conference Session Maps Aggressive Plan for Action



400 Delegates Hear Reports from Trade Divisions  
During Eight-day Meeting; Consider Organizing  
Problems and Outline Program for Development

**P**ROGRESS on all fronts of the Teamster movement was reported at the Western Conference of Teamsters in its 16th meeting held July 30-August 7 at Seattle, Wash. Two dozen reports from trade divisions were made covering activities in the 11 Western States.

The opening conference was attended by 400 delegates representing more than 325,000 Teamsters. During the eight-day period the delegates held four general sessions and a series of caucus meetings to consider the problems of the organization.

The meetings were addressed by Executive Vice President Dave Beck who was chairman of all general sessions. Other speakers appearing either at general or special sessions included:

—Ewan Clague, Commissioner of Labor Statistics, Department of Labor, Washington, D. C.;

Dave Kaplan, economist and statistician of the International Union, New York City;

—Prof. Benjamin J. Gillingham, chairman of

the Regional Wage Stabilization Board;

—John Springer, president of the Western Highway Institute;

—Frederick J. Lordan, secretary of the Washington Highway Research Council;

—George Newell, insurance con-

sultant on health and welfare plans of the Western Conference of Teamsters;

—Harry O'Reilly, Director of Labor, Washington, D. C.

Warm greetings and best wishes for the success of the annual conference were sent by General President Daniel J. Tobin,

General Secretary-Treasurer John F. English, President William Green of the American Federation of Labor and others.

Vice President Beck, Mr. Springer and Mr. Lordan spoke at the opening session which was held in the Spanish Ballroom of the Olympic Hotel. Following the opening session the trade divisions went into caucus meetings in which delegates discussed their various problems. In these sessions guests were also invited to be present.

Three general sessions were held for the purpose of hearing reports from joint councils and trade divisions. During the final sessions brief addresses were made by Insurance Consultant Newell and



Executive Vice President Dave Beck keynotes conference.



AFL Organizer O'Reilly.

A special evening meeting was held under the sponsorship of the Statistical Division at which Clague, Kaplan and Gillingham spoke. This session is described in this series on the Western Conference.

Following the trade division conferences which began on opening day and did not end until the final

general sessions began on August 6, the secretaries of the various groups were called upon for detailed reports. These reports included reviews of problems in the various industry divisions in the past year with a description of how Teamsters had tried to meet these problems. The reports also included a preview of the next year's work.

## Beck Blasts Taft-Hartley Act, Cites Need for Workers to Vote

**A** CALL for intensified action on many fronts was made by Executive Vice President Dave Beck in his opening address at the first general session of the Sixteenth Western Conference of Teamsters which met in Seattle, Wash., July 30.

Four hundred delegates, representing more than 325,000 members of the International Brotherhood of Teamsters in 11 western states, met at the Olympic Hotel in Seattle for an eight-day session. In the first general session which opened the annual conference Robert Graham, director of the Western Conference, opened the meeting and presented Vice President Beck who sounded the keynote for action in the 11 Western states for the coming year.

Appearing on the opening program with Mr. Beck, who also served as chairman for all general sessions were two highway experts from the West: John Springer, president of the Western Highway Institute and Frederick J. Lordan, secretary of the Washington Highway Research Council. The Western Conference of Teamsters has a close cooperating working relationship with both the Institute and the state council.

In his opening address Vice President Beck covered a wide range of subjects, but stressed in timely and emphatic fashion the urgent necessity of all Teamsters to be registered

in order to be eligible to vote. He also blasted the Taft-Hartley law and said that it is hampering organization of labor and will continue to be a road block to union progress until it is wiped off the statute books.

Referring to the dangers of statutory restrictions, the speaker said, "If they continue the Taft-Hartley

law and bring to bear even more rigid restrictions, they will only drive labor into political action . . . and labor could not build a political machine overnight, but if the enemies of labor insist they will see political action used and used strongly."

"The Teamsters have never asked for political favors and will not ask for them. We want only a fair and a square deal. We do not want politicians to ask us how they should vote. We want our political representatives to be fair to us and to the country—we are entitled to fair treatment—nothing more, and we ask nothing more.

"We are interested in issues today," said Mr. Beck, "and we have a great job to do in 1952—a job to get every eligible voter registered so he can vote and see that he does vote. We are going to ask the candidates for public office how they voted on Taft-Hartley."

### *. . . Western highway problem analysts*



John Springer (left) and Frederick J. Lordan, highway experts, spoke at the Western Conference of Teamsters in Seattle. Springer is president of the Western Highway Institute and Lordan is secretary of the Washington Highway Research Council.



In his opening address and at other times during the eight-day conference Vice President Beck emphasized the importance of forming precinct organization—organization at the local level in order to win support and favorable public opinion for the Teamster movement.

Discussing relationship with industry, the speaker spoke out strongly for cooperation with business and the employers—as long as the employers play fair with the Teamsters. He urged Teamsters to do everything they can to prevent strikes, to exhaust all possible remedies and sources of action before resorting to strike action, but he said, “We will never give up our right to strike—that is our ultimate economic weapon which we will not and cannot forego.”

Important to continued good relationships with industry, Beck pointed out, is absolute compliance with agreements which have been made.

“We have made a wonderful record out here in living up to our agreements. At times we have paid a high price for this philosophy and course of action which dictates complete compliance, but it has been worth it. We will not use our economic strength to violate our agreements nor will we help anyone else or any other union violate theirs.”

The speaker traced the growth of the Western Conference of Teamsters and reminded the delegates that the phrase “eleven Western states” had originated with the Teamsters and now the concept is being used by other unions, non-profit organizations, associations and even business and industrial groups.

In tracing the growth of the Teamster movement in the West he predicted great expansion in the entire western portion of the United States—extensive industrial and commercial development, marked

population growth and substantial advances in all lines of activity.

The Teamster health and welfare plan which was instituted as part of the program of the Western Conference is growing rapidly and proving itself, Vice President Beck said. He explained to the delegates that under the Teamster plan members are guaranteed their free choice of doctors. This provision in the plan, he said, is the answer to those who would

advocate a rigid system of socialized medicine in America. He said the Teamsters’ health and welfare plan will continue rapid expansion and will set the pattern for other parts of the country and for other trade union organizations.

The speaker complimented the union for its determination in keeping Communists out of their ranks. He traced the growth of Communism in Russia and the swing of the revolutionary pendulum from the days of the Czaristic oppression through the excesses of the revolution and back to the totalitarianism of the Soviet rulers today.

### ***Taxation Discussed***

Both Springer and Lordan discussed problems confronting the trucking industry and truck drivers with special emphasis on discriminatory legislation and taxation. Springer told of mounting taxes on trucking and pointed out that all units of government “want to get into the act” through taxing trucks.

Every phase of the problems confronting the entire scope of Teamster membership employment, inclusive of welfare and insurance, was discussed and plans developed to solve problems both present and future. Intensive study was given to the problem of industries employing our membership and plans discussed not only to improve wages, hours and conditions of employment but also how to increase production of our industries, lower costs of unit distribution thus stimulating patronage of our industries with resultant increased employment.

Every section of the Conference showed increased membership, industrial expansion and promise for future permanent growth. Plans for increased development of statistical, publicity and legal representation were decisions by unanimous action. This Conference was the most successful thus far and delegates returned home enriched by the experience gained through attendance at its sessions. Its contribution will be not only sectional but national for the benefit of our members and their families.

**DAVE BECK,**  
**Executive Vice President.**

He said that some opponents of trucking know what they are doing and seek to destroy the industry while others have a zeal for tax funds and are unfamiliar with the economics of trucking while still others do not know and do not care where taxes are coming from—“they just want more taxes.”

Springer also pointed out as strong competitive factors efforts by railroads to obtain favored situations and the growth of air freight. He also discussed the Oregon ton-mile tax law and said that if it were applied generally, it would put much of the industry out of business. He pleaded for cooperation by all elements of the industry—employers and labor—to help combat unfair attacks against trucking.

Lordan also discussed the Oregon ton-mile tax program and charged that it was confiscatory in character and represented a national menace to the industry. Lordan also examined the economics of the tax dollar with reference to transportation. He



gave comparative figures on tax costs under theories being advocated by anti-trucking interests.

The state council official pointed out that population pressures are making necessary new roads and improved transport arteries. He also attacked the tactics of the rail-

road lobby for misrepresenting the highway tax problem.

Both Springer and Lordan praised the Western Conference of Teamsters for cooperation in fighting the common enemy—those who oppose the advance and growth of the trucking industry in the West.

## \$10,000 Annual Income Seen For Skilled Workers of 1975

A GLIMPSE into the future—immediate and remote—revealed both the possibility of economic setbacks and a vision of almost fantastically higher standards of living, according to speakers who addressed the Statistical Division of the Western Conference of Teamsters during its recent annual program which was held at Seattle, Wash.

### *Educational Address*

Each year the Statistical Division sponsors an evening of special educational addresses by outstanding public and industry figures who speak to the delegates of the Western Conference of Teamsters. Those appearing before the 1952 session which met in the Olympic Hotel, Seattle, Monday, August 4, included Ewan Clague, Commissioner of Labor Statistics, Department of Labor; Dave Kaplan, statistician and economist of the International Brotherhood of Teamsters, New York City, and Professor Benjamin J. Gillingham of the University of Washington and chairman of the Regional Wage Stabilization Board, Seattle. Executive Vice President Dave Beck presided and gave summary comments on the addresses heard during the course of the evening.

Of immediate interest to the Teamster delegates was the discussion by Chairman Gillingham of the new WSB policies and regulations. He said that despite the legislation by the recent Congress

he saw little significant change either in policies or procedures. He drew attention to the fact that the law permits the President to list exceptions and he said that the first list had already been published and it included among other items employers whose rates were set by area-wide bargaining.

He also said that henceforth regional WSB offices will be permitted to handle reduction in hours cases and he foresaw many decisions in which efforts would be made to minimize the cuts caused by hours reduction in industry.

### *Major Question*

A major unsettled question in the wage stabilization field lies in the so-called productivity factor, the speaker said. Solutions to this problem have been presented from varying points of view. He referred particularly the certain national escalator agreements by major industries, but he indicated that he felt that increased productivity would be generalized and spread over the whole economy rather than be geared solely to specialized segments through specific agreements.

One of the highlights of the entire Western Conference came with Dave Kaplan's address in which he predicted that "... by the third quarter mark of this century (1975) our economy will provide an average family income for industrial workers of about \$7,500 per year and that incomes of \$10,000 per

year for skilled workers will be common rather than the rare exception."

Kaplan prefaced his startling forecast in his address entitled "Predictions of Things to Come" with a discussion of the expanding growth of the American economy. In these remarks he said that "we have always underestimated the capacity of the American economy to create employment and to create goods . . . and our economy is going to increase its productivity at a faster pace than it has heretofore."

Industry is making greater use of scientific research and more extensive employment of industrial engineers and the nation is increasing its personnel in private research and government laboratories, Kaplan said in pointing to factors which are promoting productivity advances.

### *Lauds Labor*

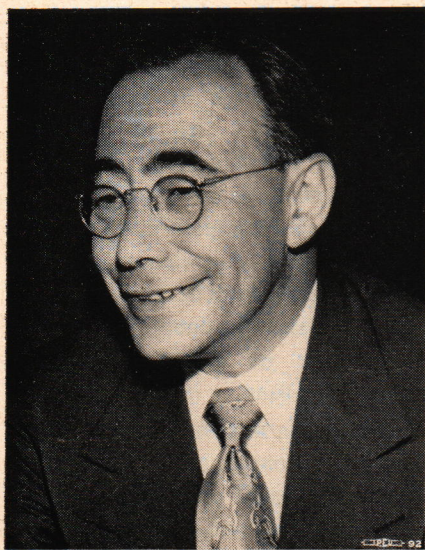
He praised the militancy of the American labor movement generally and the Teamsters in particular for the effect they have had in forcing wages and living standards constantly upward. At times employers are forced to use labor-saving and technologically advanced devices and equipment and while this may seem temporarily detrimental, labor must not retard progress or the introduction of new methods. Labor must provide methods for alleviating temporary distress, but workers should remember that maladjustments are only temporary. He said that the high wage policy of the American labor movement has been a strong factor in advancing standards.

The Teamster economist discussed the growth of schools of business administration and said that the labor movement should effect better and closer liaison with the students and faculties of these schools. He said that proper understanding of labor and its problems by the future leaders of industry would pay great dividends to labor.

Mr. Kaplan discussed in some



## ... forecaster



**Dave Kaplan**, statistician and economist for the International Brotherhood of Teamsters, New York City, forecast record high levels of earnings for all working people with steadily increasing standards for the next 25 years in an address to the Western Conference of Teamsters.

detail the problems of pension plans and said that it is of the utmost importance for labor unions in obtaining plans to insist that the plans instituted are not something given by the employer but are rights earned by the worker as part of the compensation for work performed. He said that he foresaw substantial growth of welfare plans and he praised particularly the plan developed by the Western Conference of Teamsters. He predicted the establishment eventually of a great "clearing house" for insurance and welfare plans by the labor movement. As labor's plans grow in importance and volume, he foresaw an opportunity for labor to be represented on boards of directors of great corporations through the insurance avenue and by virtue of labor's great purchasing power and economic growth represented in large part by welfare plans.

In discussing private pension plans and their growth, the speaker made what he called an "iffy" prediction saying "... if inflation continues at a rapid pace and Social Security benefits drop down and if

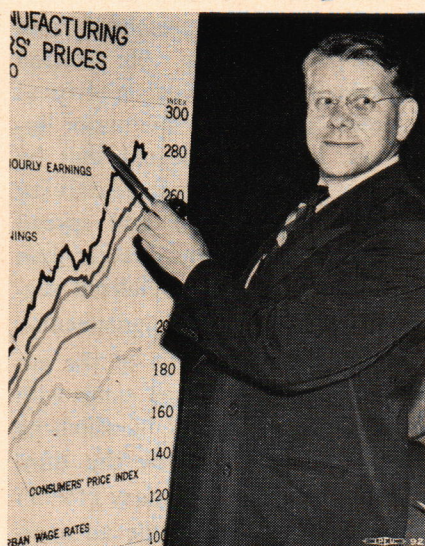
concomitantly we have controls which limit wages and we continue to have excess profit taxes, I think you are going to see another upsurge in private pension plans ... if we have that kind of upsurge, private pension plans will become more fully invested in the employee so that when he leaves the company, he will be able to take either credits or a severance wage."

Kaplan concluded by commenting on the labor movement and politics. He said in a further prediction that the American labor movement would not, in his opinion, follow the European labor movement into politics.

"I think our American labor movement is going to remain primarily an economic labor movement using collective bargaining as its main technique in promoting the welfare of the men and women of this nation."

Consideration of economics of more immediate concern was given in the address by Commissioner Clague of the Bureau of Labor Statistics, who spoke on "The Cost of Living and Wages." The address was largely a technical one in which he explained the operations of the Cost of Living Index. He illus-

## ... points to peak



**Ewan Clague**, Commissioner of Labor Statistics, Department of Labor, explains rise in living costs to delegates at Western Conference of Teamsters.

## ... WSB official



**Prof. Benjamin Gillingham**, of the University of Washington and chairman of the regional Wage Stabilization Board, spoke at the Western Conference of Teamsters in Seattle.

trated the points of his talk with a series of large display charts.

Of major importance to the delegates was Mr. Clague's discussion of a possible economic recession. He raised the question point-blank: "Are we going to have a recession?" He said he thought we might have a recession, perhaps worse than the one of 1949, but he said he could not tell when we might have one.

"We have not solved the problem of depressions in our economy yet," the official said, "and we are in for long-run economic growth, but we still have our peaks and valleys and these still mean adjustments are necessary to a greater or lesser degree. The fundamental problem is to limit the variation or severity of change."

He said the proper handling of economic readjustment would minimize any difficulty, but an adjustment badly handled could cause some sizeable recession. During his talk Commissioner Clague indicated that the Bureau of Labor Statistics is a service organization for all the people and its facilities were available to the citizens of the nation.



# Conference Applauds Progress; Organizing Job to be Speeded

A REVIEW of progress during the year and formulation of plans for a stepped-up organization drive in the 11 Western states were presented at the final general sessions of the Western Conference of Teamsters. Presentation of reports by joint councils and Western Conference trade divisions occupied the final two days of the sixteenth meeting of the western states organization, August 7-8 at Seattle, Wash. Executive Vice President Dave Beck, who was chairman of the conference and presided over all general sessions, closed the 1952 meeting with a summary address which challenged all delegates to increased activity at every level of the Teamster movement from the smallest local up through joint councils, state organizations and regional-wide organizations.

Reports were presented to the general sessions following seven days of caucus meetings on the part of trade divisions of the Western Conference. During the final general sessions the delegates also heard brief addresses by Harry O'Reilly, Director of Organization, American Federation of Labor, Washington, D. C., and George Newell, insurance consultant to the Western Conference of Teamsters.

## Reports Heard

Joint council reports submitted in writing were read to the delegates by William Griffin, Local 353, Seattle, Wash., who served as reading clerk for the general sessions. The joint councils all reported continued organization activity in their respective territories and further progress in the adoption of the Teamster health and welfare plans. The detailed reports filed by the joint councils also revealed areas in which actual organization work will be needed. Vice President Beck commented on each report indicating what in his view were the outstanding developments in the reporting areas.

Following presentation of joint council reports, the chairman called upon the trade divisions of the Western Conference to report. During the two days of the general session a total of 24 reports were presented.

Wendell J. Phillips, secretary in 1952 and elected as president of his trade division for the ensuing year, presented the report of the Bakery Division. He reported achievement generally in the five-day week in the industry and general adoption of the Teamster health and welfare plan. He also reported that two international vice presidents of the Bakery and Confectionery Workers' Union, William McGuern, Seattle, Wash., and Daniel C. Conway, San Francisco, Calif., appeared at the Bakery caucus and spoke. Cordial relations between

Bakers and Teamsters were forecast by Phillips.

Four area-wide contracts will be attempted on the West Coast—two in California (northern and southern) one in Oregon and one in Washington. The secretary said that 49 locals covering a membership of 7,990 had sent in reports to the trade division. Phillips was elected division president succeeding J. D. McEwen, Local 227, Seattle, who is retiring and Charles Bolton, Local 276, Los Angeles, was named secretary.

## Warehouse Advances

Marked advances in the warehouse field were reported by George Mock, secretary and director of the Western Warehouse & Produce Council. Highlights of the report included:

- report of organization of oil well drillers in the Los Angeles basin;

- development of an extensive program of cooperation between the Teamsters and the International Ladies' Garment Workers' Union;

- continued efforts in the Bay area in fighting the Bridges local and success by Teamster Local 12. Action by employers in working with the Bridges group to forestall decent working agreements with the Teamster members was cited as a major organizing obstacle;

- intensive plans for "an all-out fight" in 1953 when Local 6 (Bridges) contract expires; 151 contracts have been signed in the San Francisco-Oakland-Stockton areas and in 46 warehouses the Teamsters have a majority, but Local 6 has the master working agreement;

- presentation of two resolutions on major warehouse problems. One concerns the Safeway Stores and the general session approved the resolution whereby a committee is named to meet with Safeway and develop region-wide relationships and is empowered to establish a fair and just labor policy between Safeway and the Teamsters. Western Conference unions approved the provision calling on locals to withhold contracts until notified by the committee. Concerted action against Safeway is expected to yield results, Mock said;

- the second resolution concerned railroad retirement payments which some warehousemen must pay in situations wherein the warehouses are owned by railroads. The Council asked the Conference to approve the request that the International Union seek correction of the injustice of payments in railroad retirement through congressional action.

Both Mock, director and secretary of the Council, and Jack Estabrook, Local 206, Portland, Oreg., president, were reelected by their trade division.

Lewis Harkins, director of the Western Cannery Council, reported for his division and drew attention to some extended battles with Western employers in the canning and processing industries. He reported a signal victory in a large Campbell Soup Company situation over a CIO raiding attempt. The defeat of the CIO was regarded as a key achievement in the Council. The frozen food industry is giving the Council difficulty, Harkins said, and strong economic action may be necessary.

## 'Get to the People'

The cannery group official reported that it is vitally necessary for Teamster leadership at all levels "to get to the people" and do a strong job of educa-

*... delegates registering for sessions*



Delegates from the 11 Western states begin registering for the annual Western Conference of Teamsters which was held in Seattle, Wash., July 30-August 7. General and panel sessions discussed all phases of Teamster jurisdiction during the meeting.



## President Tobin Warns Conference on Dangers

**T**HE following message from General President Daniel J. Tobin was received by Executive Vice President Dave Beck as the Western Conference of Teamsters convened:

"Let me extend my heartfelt greetings and my very sincere wishes to the Western Conference of Teamsters. These are days in which the whole world has troubles. The working men and women are in danger of losing part of their freedom, that freedom for which those ahead of us fought and died.

"I know that from out of your Conference will come constructive, helpful action and decisions that will not only help this union which you and I represent but I am sure that your expression and your decisions will be inspiring to the whole labor movement and to the working men and women of America. Labor has increased in membership. Labor has somewhat increased in influence, but the power of labor must be guarded and protected and not abused.

"We, your associates and your fellow members, some of us are called leaders, are watching your every expression and action, knowing full well that as you have done in the past you will continue to work constructively in this conference which you are now attending.

"Our people throughout the nation need encouragement and inspiration and for those very uncertain days during the life of man are hoping and believing that you will give us that encouragement and inspiration in your Conference.

"I want to send you again my best wishes, and I only regret that conditions make it impossible for me to be with you, but I will be seeing you later on in our Convention in Los Angeles. Until then, until we meet again, carry on as you always have and keep your feet on the ground.



tion. He also said his group recommended use of a page in the International Teamster for the trade divisions for use of national divisional progress reports and news.

### Public Relations Report

Raymond F. Leheney, in charge of public relations for the Western Conference of Teamsters and secretary-treasurer of the Union Label Trades Department, American Federation of Labor, reported on behalf of the Public Relations Division. He pointed out that "public relations" is a broad field of endeavor and its various aspects deserve

serious consideration by all local unions. He summarized a five-hour public relations caucus session in which he said he felt the division had had one of its most productive sessions in the history of the Western Conference.

Leheney reported general participation in community and civic activities as indicated by representatives from all parts of the West. The caucus had recommended that local officers participate in local civic clubs, affairs of local public importance and that serious efforts be made to see that schools, colleges and universities hear the union story from Teamsters. He also urged

more extensive cooperation in organizing Card and Label Leagues as a special avenue of public relations.

Plans for future public relations activity were outlined to the delegates and a plea was made to use this arm of Teamster activity as a means of building public good will for the labor movement. Specific citations were made of the excellent work done in various fields—education through public speaking and scholarships; legislative through aiding in obtaining signatures for a referendum on an anti-trust law in Oregon; sponsorship of "Little League" baseball teams; through constant aid at Community Chest, blood bank and other humanitarian drives. The reports from the locals indicated a "healthy state of public relations in the Western Conference," the reporting officer said.

The importance of the Union Shop Card was emphasized by Gordon Lindsay, director of the Automotive Trades Division, in presenting his report. He said that organization work in the service station field is the most important problem facing the division. He urged conference-wide cooperation with the drive to organize service stations and to patronize after organization. Assistance in the Union Card and Label Leagues was also urged by Lindsay.

The importance of organizing service crafts in the automotive service field was emphasized by Lindsay as a necessary preliminary step to successful organization of automobile salesmen.

Arnold Moss, Local 665, San Francisco, Calif., chairman, and Fred V. Irvin, Local 588, Oakland, Calif., were reelected by their division.

### Fight Anti-Truck Movements

H. L. Woxberg, Local 224, Los Angeles, Calif., secretary of the Highway (over-the-road) Division, reported that the division had cooperated with the trucking industry in fighting anti-trucking movements, particularly the ton-mile tax effort in Oregon. Of especial interest to the delegates was the report that legal counsel had recommended in the caucus that the division adopt in its contracts a simple clause which will provide that no employee shall be required to pass through a picket line of such picket lines which are sanctioned and authorized by the joint council in the area. Difficulties are being experienced in Arizona, the division reported, including the use of injunctions against Teamster unions. Widespread use of the Teamster welfare plan was reported in the division throughout the region and in most cases wage advances up to WSB limits have been achieved.

Woxberg as secretary and Joseph Diviny, director of the Western Highway Council, were renamed officers of the division.

The owner-driver and the leased cab situation are the principal problems facing the Chauffeurs Division, Walter Bass, Local 923, Oakland, Calif., secretary, re-



ported. Each problem presents difficulties in effecting decent working conditions and wages in the industry, the division reported. Several of the locals affiliated with the division have been active in the past year in drafting and promoting adoption of ordinances which improve taxicab industry operations in a number of cities. Another problem cited in the report concerned the high cost of insurance due to excessive awards being made against cab companies in personal injury cases. An educational program to correct this situation was cited as an imperative need.

The division reported that it had adopted a four-point divisional educational program. Leasing and rental arrangements will be combated. Protective contracts will be drafted and sample city ordinances for the improvement of the industry's economic position will be drafted also. Educational efforts will also be directed toward the insurance situation and an internal educational drive on the value of unionism will be made in order to improve the dues-paying status of the unions in relation to the trade division.

Secretary Bass and B. I. Bowen, Local 465, Seattle, Wash., president, were re-elected officers of the division.

### Organizing Success

The success of an organizing program planned at the 1951 Western Conference of Teamsters in Los Angeles had been so marked that the program will be continued and enlarged, Lawrence Enbody, Local 252, Centralia, Wash., secretary of the Log Hauling Division, reported. More than 800 log haulers had been added to Teamster rolls and six NLRB elections were pending when the report was made to the general session. The Union Shop Card has also been promoted in the logging areas. During the ensuing year the log haulers will continue organizing work and plan to enlarge the scope of operations with especial reference to organizing unorganized lumber truck drivers out of metropolitan areas of the West.

Secretary Enbody and President Gerald A. Shearin, Local 137, Marysville, Calif., were reelected by the division.

During the final reports sessions two speakers appeared before the Conference at the invitation of Vice President Beck—George Newell, insurance consultant of the Western Conference, and Harry O'Reilly, AFL Director of Organization.

Mr. Newell outlined the progress of the Teamster welfare plan since its institution in locals of the Western Conference. He said that local members should understand and insist on the plan as a *Teamster* plan, not an employer's plan. He also said that the books and literature pertaining to the plan carried the Teamster Union Shop Card imprint and thereby were a substantial aid in promoting union consciousness on the part of the entire family. The impor-

## Secretary-Treasurer English Lauds Conference Achievements

**SECRETARY-TREASURER JOHN F. ENGLISH'S** message to Executive Vice President Dave Beck and the Western Conference of Teamsters stated, in part:

"On this occasion of the sixteenth meeting of the Western Conference of Teamsters, convening in Seattle, Wash., it is my desire to extend to you and the delegates my sincerest, warmest, personal wishes for the success of this undertaking.

"I am confident that your deliberations will measure up to the traditions and accomplishments of the past meetings and what you do here will not alone be for the benefit of the Western Conference of Teamsters but for the entire membership of the International Union. An organization that is so well founded as yours will be of vast assistance in the future.

"It is well to recall to mind the beginning of your organization which even in its earliest days met with so many obstacles and was fought not only by the employers but even by our own organizations. At the outset, I was wondering how these Conferences would turn out and we can see now that it was one of the most progressive steps taken in the past 15 years.

"The eyes of our International Union are looking upon this sixteenth meeting of the Western Conference of Teamsters because the work that you do there will help other organizations throughout the Country.

"I think that I can speak for the General Executive Board of our International Union and many of the officers of the Local unions throughout the Country when I say that they are proud of the wonderful work that has been done in your Western Conference."



tance of Teamster administration, he said, could not be overemphasized.

The speaker also said that so successful had the plan been which was started in the West that it was now being regarded as basic in the union movement and was being studied and many other plans written from it. He also pointed out that the health and welfare plan was a great aid in cementing close relations of the union member to his local.

O'Reilly gave an optimistic report on the future of organization of both the American Federation of Labor and the International Brotherhood of Teamsters. He reported substantial progress in the effort on the part of AFL unions in organizing new Atomic Energy Commission plants and projects. He stressed the importance of inter-dependence of

unions in the efforts of all to advance AFL aims.

Dual unionism was cited as an obstacle in attaining immediate goals of organization and the speaker cited specific situations in which the dual problem had been troublesome. But despite raiding by any dual or independent union, the AFL was constantly on the move, O'Reilly said. He stressed the fundamental soundness of AFL programs and operations as basic reasons for the continued success and acceptance of the Federation. He predicted greater success in the next five years than in any period of the organization's history and said that the AFL would "not be stopped" in its efforts to win higher living standards and better wages, hours and conditions for the working people.



## ... Laundry Workers' Chief is Visitor



Sam J. Byers (left), president Laundry Workers' International Union, discusses program of the Western Conference of Teamsters with Ray F. Leheney, secretary-treasurer of the Union Label Trades Department (AFL) and director of public relations of the Western Conference of Teamsters.

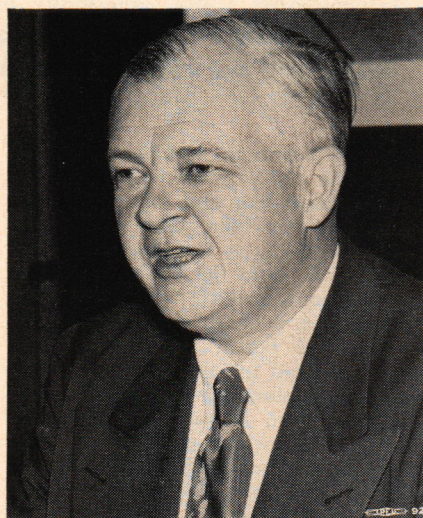
At the final general session of the Western Conference of Teamsters held August 7, Chairman Beck called for reports from the remaining trade divisions including Statistical, Dairy, Legal, General Hauling, Heavy Construction, Beverage, Miscellaneous and Laundry. The Policy Committee also presented a summary report of its sessions held during the conference period.

Harry Spiller of San Francisco, in presenting the Statistical Division report, drew attention to the volume of work created by Wage Stabilization Board regulations and orders. He gave a summary of work performed and briefs prepared in behalf of local unions and joint councils. He also said that a great deal of time in the division was taken in developing assistance in advancing adoption of the Teamster health and welfare plan. Following his presentation, Chairman Beck pointed out the value of statistical service and said that this function should be generally expanded in the 11 Western states and cited the assistance given as irrefutable proof of the value of the division's place in the organizational structure.

William B. Franklin, Seattle director of the Dairy Division, in presenting his report discussed in some detail some of the problems incident to the declining volume of milk and dairy products. He said that the retail milk routes were being affected by price differential, paper

containers and split service delivery. The division urged that all Teamster members personally and officially exert efforts to eliminate the practice of split delivery systems whereby a family can take milk from two retail routes on an every-other-day basis.

## ...AFL Organizer



Harry O'Reilly, director of organization of the American Federation of Labor, reported to the Western Conference on progress in the drive for more members.

## Dairy Report

The Dairy representatives also said that the rise in the use of vegetable substitutes for butter fat in the ice cream industry is a threat to a major section of the trade division and efforts may have to be made to secure legislation in the West to protect the public from use of substitutes in ice cream manufacture.

Franklin reported the division had 28,961 members and that 31 of the 73 reporting local unions were 100 per cent organized and the remainder from 90 to 99 per cent unionized. The Teamster health and welfare plan has been adopted by approximately 70 per cent of the locals, he said.

Eric G. Radcliffe, Local 66, Seattle, president, and Mark S. Whiting, Local 93, Los Angeles, secretary, were re-elected, Franklin reported.

Chairman Beck took occasion following this report to emphasize the importance of all Teamsters knowing the problems of the delivery situation and drew attention to the fact that the housewife has become a delivery agent by carrying her groceries from the supermarket. He also referred to the practice of some union members—even some Teamsters—who have credit cards at an unorganized filling station chain. He said the Dairy Division report on the difficulties pointed up the need for complete union cooperation all down the line.

## Hauling Problems

Two chief problems in the general hauling field were presented by John Filipoff, Local 208, Los Angeles, Calif., secretary of the General Hauling trades division. These were the problem of the owner-operator and the situation in which Teamster members working in and out of railroad-controlled warehouses must pay Railroad Retirement contributions.

Filipoff presented the problems of the owner-operator in terms of the lowered status in which he is placed by virtue of using that type of operation in lieu of being an employed driver. Advantages of such an operation are all on the side of the owner, he pointed out, and the owner-driver is deprived of advantages and benefits of union membership. To combat that situation an owner-operator contract has been developed based on cost factors and formula worked out in California. This step toward organization should aid this class of drivers while at the same time remove to a degree some element of competition from employed drivers.

A detailed financial analysis was made of comparison of the Railroad Retirement program and the benefits under Social Security. The secretary said employees were being compelled to pay a substantial percentage into a fund from which they would probably never benefit and this forced payment was an onerous discrimination against Teamster members merely because they worked for a railroad-controlled operation. The divi-



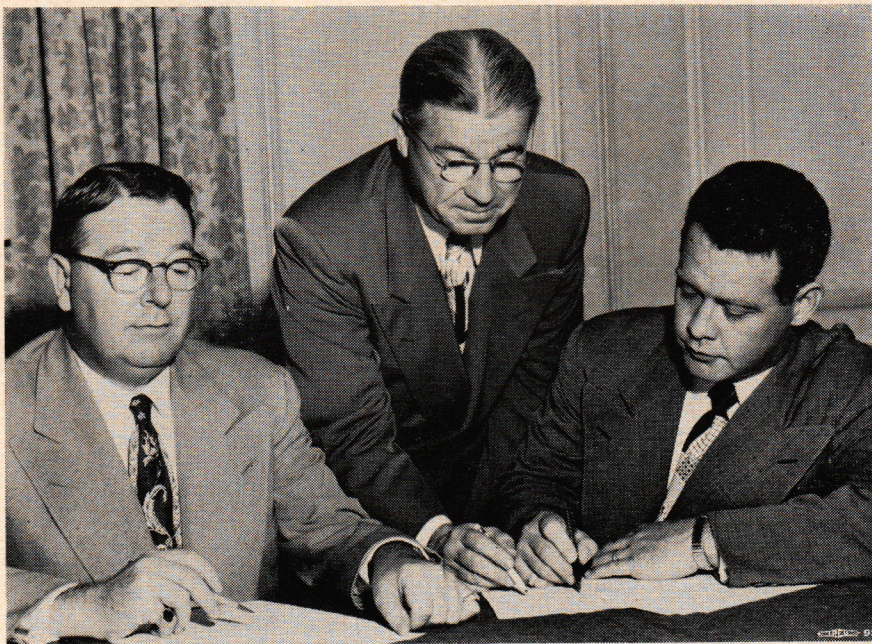
sion recommended that the Western Conference Policy Committee ask the International Union through appropriate channels to seek correction of the inequity of these enforced contributions. An Act of Congress will be necessary, he said, to relieve the situation. Filipoff reported 4,200 members in the division with 62 per cent in the Teamster health and welfare program and more than 95 per cent organized. Secretary Filipoff and President H. A. McDonald, Local 431, Fresno, Calif., were reelected by the division.

The Legal Division report submitted by Clarence Beck of Salt Lake City, Utah, outlined the work of the caucus sessions at the Western Conference. The division plans to hold a legal seminar at the International Convention the report said in which an outstanding legal authority will be the chief speaker. Establishment of a clearing house by the division to improve service to local unions and joint councils and to effect a more prompt interchange of information was also reported.

### ***Jurisdiction Problems***

Problems of jurisdiction are the chief ones facing the Heavy Construction Division, George Purvis, Local 501, Vancouver, Wash., reported. He said the caucuses of the division had devoted several periods of considerable discussion and study to conflicts in the heavy construction industry and were recommending the appointment of a committee, to be named by Vice President Beck, which would meet with a similar committee of the International Union of Operating

## *... truck check study*



**Einar Mohn, international representative (left), San Francisco, Calif.; Fred Tobin, legislative representative of the International Brotherhood of Teamsters, Washington, D. C. (center), and Robert Graham, director of the Western Conference of Teamsters, Seattle, Wash., look over reports on the 4th Teamster Truck Check just preceding a caucus session at the Western Conference.**

Engineers appointed by its general president, William E. Maloney. Purvis also gave a round-up of the heavy construction work now under way in the West and cited large defense and construction projects which promise to keep the industry rolling in high gear for a long time to come.

Secretary Purvis and Chairman John Kennard, Local 420, Los Angeles, were reelected for the ensuing year.

Chairman Beck upon the completion of the report said he would name a committee to meet with the I. U. O. E. and would also take steps to arrange a similar meeting with the International Laborers' Union and perhaps others with which some jurisdictional differences had arisen.

William Griffin, Local 353, Seattle, Wash., secretary of the Beverage Division, reported on their four chief phases of operations: liquor and distilled spirits; winery; soft drinks, and beer. In the first two sections good progress was reported with no troubles from dual unionism. The division recommended that outside salesmen in these two classifications be organized thoroughly.

### ***Problems Cited***

In the soft drink category, the division had been having its troubles, Griffin reported, and cited some specific situations. He also said that Teamster locals should be on the alert for vendor operations and be certain that vending machines were being serviced by Teamster members. Military purchasing direct

from manufacturers imposes flagrant violations against the interests of small business as represented by distributors as was cited as a problem of major importance in certain areas.

In the brewery classification, largest

## *... asks for action*



**Frank W. Brewster, Secretary-Treasurer of Western Conference of Teamsters, appealed for unity among all unions in fighting for Teamster objectives.**

## *... insurance expert*



**George Newell, insurance consultant to the Western Conference, told the delegates that the Teamster health and welfare plan had become recognized as basic.**





## OPENING SESSION 16th WESTERN CONFERENCE OF TEAMSTERS

SEATTLE, WASHINGTON • JULY 30 - AUGUST 8, 1952

in the division, there are problems of dual unionism and areas which require considerable work before a completely optimistic report can be given. He also reported the proposed construction of two large breweries in California, one by Anheuser-Busch of St. Louis, Mo., and one by Schlitz of Milwaukee, Wis.

Secretary Griffin and President George Leonard, Local 202, Los Angeles, Calif., were reelected by the trade division.

The Miscellaneous Division, through

Fred V. Irvin, Local 588, Oakland, Calif., in its report recommended a two-point effort which will greatly aid the work of the division's jurisdiction. He said that reports from the 11 Western states indicated first of all a need for all local unions to organize all phases of the Miscellaneous jurisdiction and secondly, upon organization to see that all contracts signed are carefully and continuously policed. The two chief problems facing the division were those

of jurisdiction and of book salesmen. He warned particularly against efforts by the Retail Clerks in preempting work in display and merchandise setups which were the province of Teamsters. He also reported "outstanding progress" in the vending machine field. Secretary Irvin and President Larry Smith, Local 683, San Diego, Calif., were reelected by the division.

The economics of the laundry industry pose real problems ahead for the





Laundry Division, Jack J. Williams, Local 928, Los Angeles, Calif., reported. While progress is being made in organization and the adoption of the Teamster health and welfare plan, he said the "road was rough" and said that dual unionism created a serious problem. He cited examples where the dual union was a serious menace both as a competing union and as a distributing factor. Use by the dual group of the California Jurisdictional Disputes Act and so-called

"honeymoon" contracts had proved troublesome.

He reported that the laundry business is in difficulties and is facing declining volume despite rising population. Decline in use of linen in restaurants was pointed out as an important revenue aspect of the industry. He said the general illness of the industry was national, not just in the Western states. Williams appealed to the Teamsters to cooperate in the assistance through their

own patronage of linen-using eating places and underscored remarks by Chairman Beck on the need for publicity in the industry.

Secretary Williams and President J. R. Onstott, Local 566, Seattle, Wash., were reelected.

The final report submitted by Sam DeMoss, Local 353, Seattle, was presented as secretary on behalf of the Policy Committee of the Western Conference of Teamsters. The report in-



*"... welcome to the West"*



**Sidney Brennan, vice president, International Brotherhood of Teamsters, Minneapolis, Minn., is welcomed to the Western Conference of Teamsters by Thomas Pitts, of Los Angeles, Calif., president of the California State Federation of Labor.**

cluded highlight summary of committee meetings in which various problems of organization, negotiation and jurisdiction had been presented and discussed during the eight-day conference.

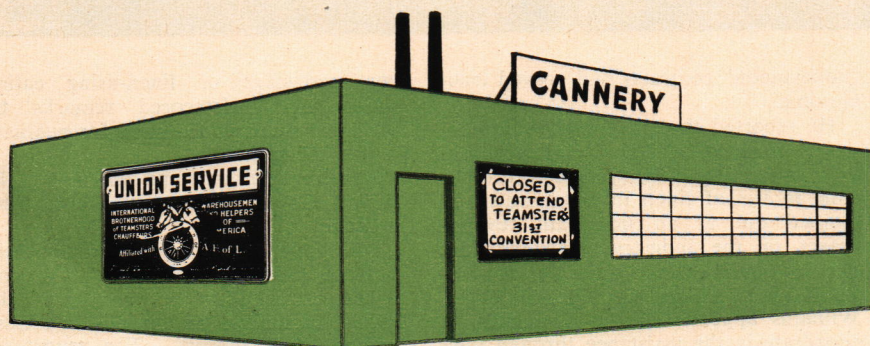
During his final summary in bringing the Conference to a close, Chairman Beck extended thanks to the delegates and Conference personnel for participating in what he termed "one of the best Western Conferences ever held." He reiterated remarks which he had made previously on the importance of development in the West and Northwest. He said that Teamsters had a great opportunity and a challenge ahead of them.

He criticized, in connection with developing the Northwest, the Civil Aeronautics Board for refusing to grant a non-stop permit to United Airlines and for thereby depriving Seattle of non-stop

service connecting with Chicago. This matter of flight service had been presented to the Conference and a strong resolution adopted by the delegates to the Western Conference.

He closed on a plea to study the various industries in which their respective trade divisions were engaged. He said that the Teamsters' policy is cooperation with industry and he criticized road blocks and barriers to industrial expansion.

"We have had a fine Conference here. We have reviewed our successes and our failures—we have a promising future, but one which will require cooperation at every level, local, state and regional. Let us go home and determine to make the coming year the best in the history of the Western Conference."



## More Than 6,000 Attend Local 251 Annual Picnic

More than 6,000 persons attended the annual all-day picnic of Local 251, Providence, R. I., which was held August 17, when the local took over Rocky Point Park for the day. Officials estimated that approximately 90 per cent of the local's membership were present with their families.

The local union gave those attending a free shore dinner and made all amusement devices at the park free for the day. The cost to the local for this affair which is an annual event was estimated at \$10,000. Only visitors at the picnic not members of the local were Basil French, president of Teamsters' Joint Council No. 10 and Frank Tobin, International Representative.

Edward Quirk is president of Local 251, Al Hyleck is secretary and Anthony Morris is business representative. Morris was in charge of arrangements for the picnic and program of special events and festivities.

## Farm Laborers Protest Use of "Wetbacks" in West

Reports from the fruit area of California indicates that in some sections at least the fears that American farm workers would be replaced by Mexican contract laborers and in some cases "wetbacks" or illegal entrants.

During the height of the melon season last month the National Farm Labor Union (AFL) called a strike in the Imperial Valley area in certain melon areas. The strike was directed against several ranches where it was charged American workers were being displaced by imports.

The American farm labor group had warned that domestic workers would be displaced if an uncontrolled number of Mexicans came into the fruit and vegetable areas without proper study and consultation over the actual needs.



# General Executive Board Meets

**T**HE General Executive Board met at Atlantic City, N. J., on August 13 and 14, 1952. A number of matters of importance to the International Brotherhood were considered and decided.

Vice President William A. Lee, President of the Chicago Federation of Labor and President of Local Union No. 734, Bakery, Cracker, Pie and Yeast Wagon Drivers, Chicago, Ill., who had been appointed Ninth Vice President of the International Brotherhood by the General President, and whose appointment had been approved by the members of the General Executive Board, was formally sworn in and inducted into office as Ninth Vice President of the International Brotherhood.

The appeal of Local Union No. 349, Taxicab Drivers, Houston, Tex., from the decision of Joint Council No. 58, reversing the decision of Local Union No. 349 in the case of James C. Arnold, was considered and the Board, by unanimous vote, sustained the Joint Council's decision.

In the appeal of Edwin J. Oslund

from the decision of Joint Council No. 32, Minneapolis, Minn., sustaining the decision of Local Union No. 221, Construction, Building Material, Ice and Coal Drivers, which appeal involved the matter of Oslund's seniority, the decision of Joint Council No. 32 was upheld.

## **Question of Seniority**

An appeal involving the question of seniority of Local Union No. 249, General Teamsters, Chauffeurs and Helpers, Allegheny County, Pa., who were employees of the Prelosky Trucking Company prior to that company being purchased by the Katsilas Trucking Company, was considered and the decision of Joint Council No. 40, Pittsburgh, Pa., was upheld.

In the matter of Joseph H. Boudreau's appeal from the decision of Joint Council No. 10, Boston, Mass.,

sustaining a decision of Local Union No. 25 that reduced Boudreau's seniority, the Board referred the matter back to Joint Council No. 10 and to Local Union No. 25 with directions.

After considering the appeal of Clem Diekman from the decision of Joint Council No. 26, Cincinnati, Ohio, upholding the decision of Local Union No. 98, Milk and Ice Cream Drivers and Dairy Employees, Cincinnati, Ohio, the Board affirmed, with modification, the decision of that Joint Council.

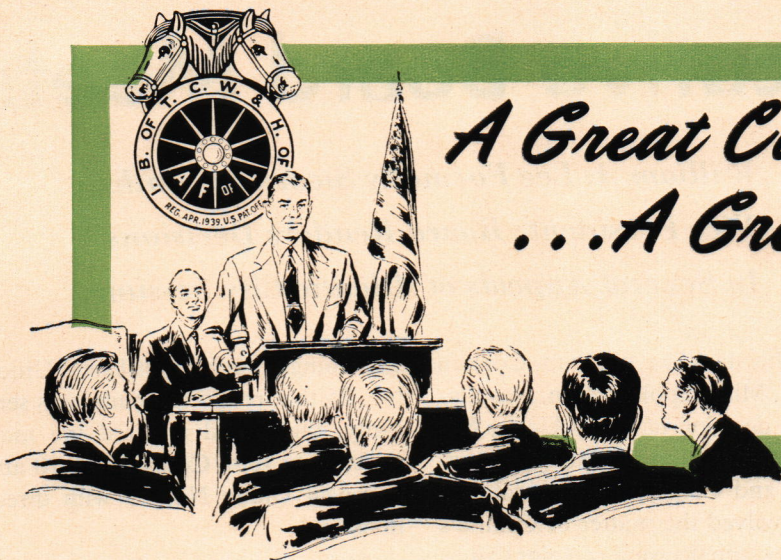
In the appeal of LeRoy Seymour from the decision of Joint Council No. 73, Essex County, N. J., upholding the decision of Local Union No. 680, Milk Drivers and Dairy Employees, Newark, N. J., the decision of the Joint Council was upheld.

*(Continued on page 29)*



Members of Constitution Committee in session. At head of table are General President Tobin and Executive Vice President Beck





# *A Great Convention... ...A Great Opportunity!*

by JOHN F. ENGLISH  
General Secretary - Treasurer

**AS** WE stand at the threshold of of another convention, it is well to pause and look back over the intervening years since the last gathering of this body. In comparing our present 1,100,000 paid members, as compared to the approximate 850,000 back in 1947, a rightful feeling of satisfaction and the warm glow resulting from a job well done creeps over any of us who have been a part of this picture in the past five years. It is indeed a job well done.

## ***Credit for Success***

Where does the credit lie? The credit for this success corporately belongs to the entire General Executive Board, general organizers, officers of Local Unions and to the conferences which have been established in recent years. And certainly we should not overlook the membership itself. All have contributed to the finished picture of Teamster progress.

Glancing at our records of the accomplishments of each of the men appointed by the General President, to do the job in the field, it is difficult to keep oneself from being too lavish in the praise and commendation due each of these individuals. To all of them, for a job well done, go our congratulations.

The backbone and the very life

of the organization lie in the Local Unions themselves. In these are the grass roots of the Teamsters' Union. Too much cannot be said for the effort expended by the majority of our Local Union officers and their tireless zeal in furthering the aims of their Local Unions and the betterment of their membership. Those of you Local Union officers who read this message know only too well that of which I speak. Memory will recall the intimate affairs of your membership which from time to time are brought to you for attention. Quite frequently this has reached to the point where

one of you may have had to dig deep in your pockets to tide a member over a rough spot. The persistent manner in which all of you officers have maintained good living conditions by holding out for contracts guaranteeing wage or better working conditions is an example of the manner in which you have contributed to the good of each individual member and to the organization as a whole. I hope your membership will appreciate what has been accomplished for them.

## ***Review of Work***

We now have the opportunity to review the work of the various conferences which have been established since the last convention. Very apparently this is a matter of keen interest to our Local Unions judging from attendance thereat. There is an adage which says "divide and conquer." What better example than the way in which your conferences are operating? For the average Local Union to meet any one of dozens of different contract problems with which one comes into contact, daily represents a mighty task. How much simpler to break down these problems so that they can be dealt with individually. So your conferences operate. Each one is set up to deal in its own specific field, the object being to become



**Locals Make Up Backbone**





Conferences Provide Coordination

as perfect in handling matters in that field as humanly possible. Each Local Union then can draw on that particular conference for the knowledge necessary to accomplish the job in that phase in that Local Union's own territory. Also the conferences make for a more cohesive front to deal with the problem in its field on a national basis. All too frequently the difficulty which has been solved in the middle west could have been handled in another section of the country in the same expeditious manner had the knowledge of how it was handled in the middle west been available. This is the work of the conferences—to make such knowledge handy to all Local Unions. The need of the conferences has been demonstrated and their success is guaranteed.

### Weigh Serious Problems

Last but not least by any means, is the General Executive Board. Because it operates so quietly one tends to overlook its work. Meeting at least twice a year, coming from all sections of the country, these interim conventions, so to speak, weigh the more serious problems which cannot be handled on a local or area basis and thus receive their solution at the hands of the Board. This makes for general harmony throughout the entire organization. Many situations of a very serious nature have been ironed out at these Board meetings; situations which,

had they been permitted to get out of hand, would have worked to the detriment of the Union as a whole.

Now that we have reviewed in a general way the accomplishments since the last convention it is well to pause and take stock of that which faces us in the future. Are we as strong numerically and organizationally as we have a right to expect? Perhaps we will all agree that numerically, at least, this is not the case. The potentiality of the International Brotherhood of Teamsters has not been scratched. When one considers the jurisdiction of our organization and what has been accomplished by some Local Unions or by Joint Councils in some areas, it can well be understood that with not too much more effort



Board Brings Harmony

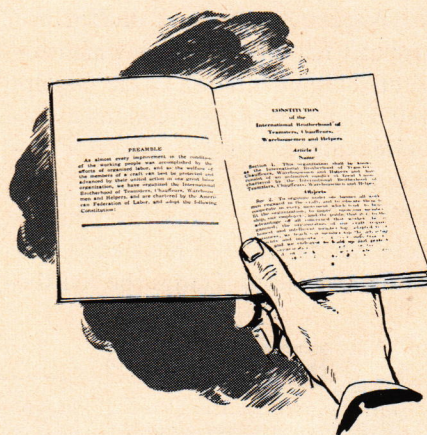
our membership could be trebled. Many fields are almost entirely untouched. These are begging for attention and are ripe for the harvest. With the zealous kind of leadership which our International can give and an incessant pounding away at these various fields of organizing, ours will soon be a membership that will amaze not only the field of Labor at large but even ourselves. You know whereof I speak.

As I have told you on many other occasions, no stone will be left unturned and any amount of money legitimately requested will be spent in the endeavor to create as large and as powerful a unit for the betterment of our membership as can be made. This is an enterprise incumbent not only on the

General Executive Board or the organizers or the conferences or even the Local Unions' officers but even reaches down into the membership itself. This is a selling campaign for which each one of us is individually responsible. Each of us should make it our business to live, eat and sleep the movement. This can be done in many ways, be it in labor-management relations or in the political arena. You know the fight; meet it squarely and give it the best of your efforts.

### Most Important

And now we are at another convention. The prospect of this gathering being the largest and most important in the history of the International Brotherhood of Teamsters is excellent. The potential attendance will be in the neighborhood of 2,100 delegates. Considering that these will come from all sections of the country, all having but one interest—to further the International Brotherhood of Teamsters—one cannot help but have a feeling of pride that one is a part of this tremendous group. I know that each delegate who arrives in Los Angeles, in October of this year, comes there committed solely to the purpose of making a better organization. Past experience has proven that little frivolity is exemplified at our conventions; that they are of a most businesslike nature and that much is accomplished thereat. Undoubtedly the forthcoming conven-



Constitution Is Our Guide



tion will outdo those of the past.

One of the primary jobs in connection with the convention is the constitution which guides our existence from convention to convention. The importance of the constitution can never be underestimated. It is the very heart of our Union, the guiding star which leads us through the maze of legal interpretations which beset us on every side. Each delegate to this convention must assume a personal responsibility for the formulating of the constitution, work upon which will consume most of the time at the convention. When one considers that the constitution is the very law of our International and after which all Local Union by-laws are patterned, one certainly realizes it is important. It would not be wise for our Local Union delegates to treat the constitution lightly while at the convention and then spend the next four or five years belaboring its precepts and stipulations when they themselves should have spent more effort in making the constitu-

tion conform to the needs of the organization as a whole. In this respect, then, it is absolutely essential that every Local Union send its full complement of delegates to the convention so that as representative an opinion as possible can be obtained.

### ***Function of Convention***

During the course of the year there are many problems which are outside of the scope of the International's constitution but which can be handled at the convention itself in the form of a resolution. This is the appropriate time to arrive at the solution of these problems when they are not covered by the constitution itself. Much thought and effort can be placed in the formation and presentation of a resolution to the International convention, the results of which will benefit every individual member. The delegates should use every effort to be in attendance at all sessions of the convention to study these resolutions.

Also at the convention, as at those in the past, there will be a discussion of many labor problems from a legal standpoint by leading labor attorneys. In this age, when so much of our economy is administered in such a manner that only a "Philadelphia lawyer" can find his way about, all of us can use the knowledge that will be given to us at the convention by some of the best legal minds in Labor. From these sessions, too, no delegate should be absent. It is the responsibility of each man to carry back to his Local Union as much information as possible so that he can properly inform the membership. In closing, may I state that I am looking forward to meeting each delegation from every Local Union in Los Angeles and I would consider it a privilege to speak to each one of you personally. May as many of you as possible be in attendance and may the ensuing years thereafter reflect your work at that time in such a way as to benefit each and every member.

## **Peter McGuire Memorial Dedicated**

*(Continued from page 5)*

as broad as the land in which we live. Single-handed we can accomplish very little but united there is no power of wrong we cannot defy."

Going further in his convictions, McGuire preached the need for a national federation of trade unions. On August 3, 1881, he drafted the first call for a convention which instituted the Federation of the Organized Trades and Labor Unions of the United States and Canada in Pittsburgh, November 15, 1881.

When adverse conditions threatened the existence of the Federation of the Organized Trades, he led the

fight for reorganization of that body, and through his efforts the American Federation of Labor was born on December 8, 1886. He was unanimously elected secretary of the AFL in 1886-1888. In 1889 he became second vice president of the AFL, and served as first vice president from 1890 to 1900.

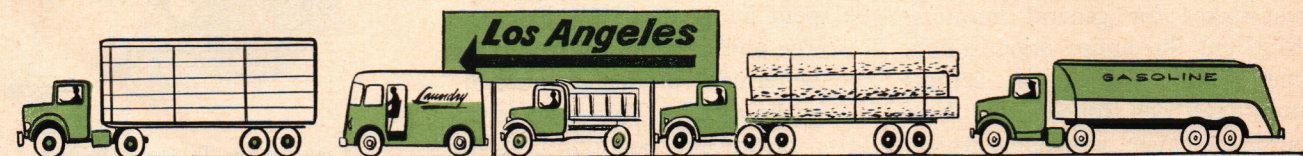
Always a fighter for the working man, Peter McGuire successfully led the fight for the eight-hour day when in May, 1890, the AFL singled out the Carpenters to spearhead such a movement.

In the Central Labor Union of New York on May 8, 1882, he first advocated that "one day in the year be designated as Labor Day and be established as a general holiday for the laboring classes." The first Mon-

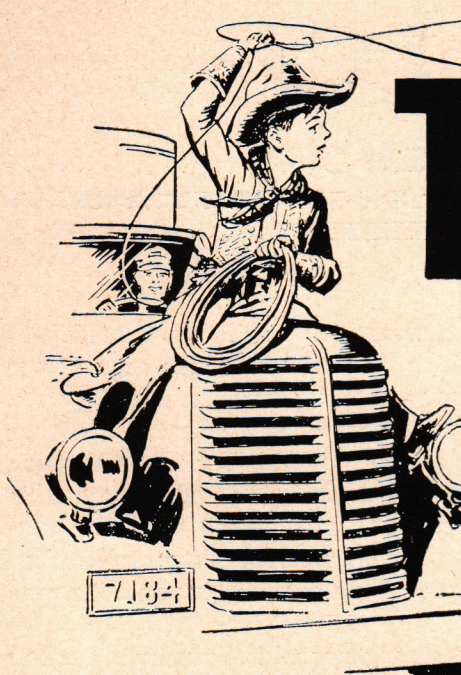
day in September was designated by Act of Congress in 1894 as a legal holiday.

While discussing the birth of Labor Day a few years later, its founder said, "The very inspiration for this holiday came from men in the ranks of the working people—men active in uplifting their fellows and leading them to better conditions . . ."

After 29 years of active union work, he resigned as general secretary of the Carpenters and Joiners in July, 1901, because of ill health. He died in Camden, N. J., February 18, 1906. He was buried in Arlington Cemetery, where labor leaders of today assemble to pay him tribute, on February 21, 1906.







# Teamsters Local Judges TEEN-AGE ROAD-E-O

**A** PROMISING way to promote safety, win public good will, and work with State Motor Truck Associations throughout the nation was demonstrated by Local Union No. 773, of Allentown, Pa., this past summer.

The opportunity to achieve these goals came through the First Annual Teen-Age Road-E-O, cosponsored by the Junior Chamber of Com-

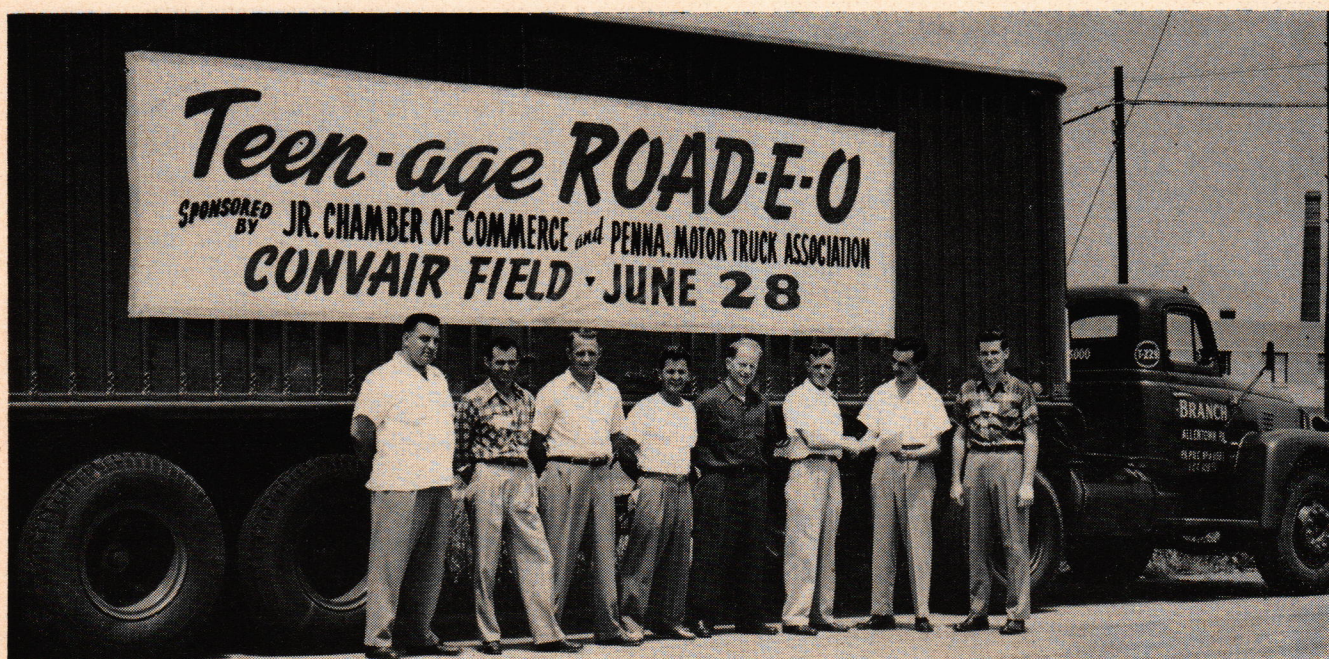
merce and the local chapter of the Pennsylvania Motor Truck Association.

The Road-E-O aims not only at making better drivers of licensed teenagers, but also at giving awards and other recognition for superior safety performances. The winner received a \$100 bond and a chance to compete in the State Road-E-O, to be held at State College, Pa., the

winner there to go to the National Finals in Washington, D. C. Second prize was \$50 bond, third prize, \$25 bond.

The heart of the program, and key to local union participation is the tough scientifically-planned Road-E-O driving course. Modelled after the National Truck Rodeo, the Teen-Age course puts entrants

*(Continued on page 29)*



Driver judges from Allentown's Local 773 are shown with President O'Donnell as he accepted the official score sheets. From left: Richard Winkle, Peter Krikovich, Oliver Laudenslager, Norman Stephens, Raymond Heefner, Hugh J. O'Donnell, Earl Crist, Junior Chamber of Commerce chairman, and John McFadden of the Junior Chamber.



# EDITORIALS

## ***The Constitution—Reexamined***

This month the nation celebrates—or should celebrate—Constitution Day in honor of the coming into force of the United States Constitution. Constitution Day does not call for the same type of celebration which takes place on Independence Day. Nevertheless, we should pause and pay tribute to the Constitution as a great charter of our liberties.

The Declaration of Independence severed the ties of the 13 colonies to the mother country. This was essentially a great document of human rights. The Constitution came later and at first it was primarily a document of property rights with certain guarantees. The addition of the amendments we know as the Bill of Rights makes the Constitution another great document of human rights along with the Declaration of Independence.

To day the Constitution is the foundation on which our form of government rests. The Constitution and what it means is constantly being restudied and reexamined. This is a good month and a good time for all of us to reexamine the Constitution. This great document has protections for human rights as well as for property rights and this we should never forget. In times of stress sometimes these human rights get sadly neglected and even seem to be lost in the shuffle. But the Constitution remains the great bulwark of every man's liberty—not just the liberty of the rich or the protection of the rich.

The Constitution continues to be a vital and living force. We must not neglect to know and study the Constitution, nor must we let its great protection of human rights fall into disuse through our own failure to call upon it for protection and in turn to exert our own best efforts to protect it. We must constantly reexamine the Constitution, great document of our liberties.

## ***Declining Resources***

A Government commission directed to look into our resources situation recently turned up a report which should be read and earnestly considered by every member of Congress and all leaders of thought and opinion in the United States. The agency is the President's

Materials Policy Commission and the report made was a five-volume affair which tells about the state of our resources and what we may expect in the next 25 years.

As a nation we are making prodigal use of our resources. Since the First World War we as a nation have used up more of most metals and mineral fuels than had been previously used by all countries combined throughout previous recorded history. We have changed from a "have" nation to a "have not" nation in many respects.

Considering 74 strategic or critical materials, we find that we must import the total supply of 40 of these and part of the supply we use from the other 34. Of the 100 principle minerals, we get one out of three from domestic sources, one out of three in part from domestic and in part from foreign sources and the other one of three parts we get entirely from abroad.

What kind of a country will we have populationwise 25 years from now and what will we need? The commission estimates a population of 193 million in 1975 with a working force of 82 million and a doubling of our gross national product, which is now climbing toward the \$300 billion mark.

We will need, think the experts, 25 years from now double the mechanical energy we now have; 90 per cent more minerals; 40 per cent more farm products; and 170 per cent more water.

The report also tells us how wasteful we have been and points to specific areas in which savings of valuable resources might be made. Certain measures are recommended, some of which are readily acceptable; others are controversial, to say the least. The report is useful, however, in focusing public attention on our prodigal and shameful waste of the valuable resources of the good earth. Perhaps the report will have a healthy effect in making us take a second look at our present practices of resources exploitation.

## ***Canada's Two Booms***

Canada, our northern neighbor, is experiencing an extraordinary economic and industrial boom. We have referred to the growth and expansion taking place in these pages heretofore. It might be noteworthy to point out that Canada is not only experiencing this sort of boom, but another one—a publicity boom.



By accident or design, or a little of both, we have seen in recent weeks the following:

- almost an entire issue of *Fortune* devoted to Canada and her expansion;
- a special series in the *New York Times*;
- a special report in a national business weekly;
- a special report in a national news weekly;
- a special issue of a leading literary weekly on Canada and the arts;
- a 72-page supplement of a leading economic magazine published in London;
- a special issue of a motorists' monthly on Canada as an ideal vacation area.

These and other evidences of a publicity boom have come to prominent attention. We are not saying that Canada does not deserve all the fine publicity she is getting. We only hope that in this tremendous expansion that the forces of organized labor are alert enough to keep pace with progress up north and progress along with the growing and expanding country. We would like to see added to the list of special reports on Canada one which could be well deserved on the advances of organized labor in Canada.

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## ***New HCL Peak***

We have reached a new peak in the high cost of living, we are told by the Bureau of Labor Statistics of the Department of Labor. The average housewife does not need to be told that prices generally are higher than ever, but some may be fortified to see their market-basket economics documented by statistical evidence.

It is interesting to compare the periods of curtailed price controls of 1946 and the period through which we are going now. Congress bore down heavily in 1946 and as a result controls were lifted on most items, whereupon further price rises began. In two years a 30 per cent increase was registered.

The recent Congress all but destroyed price stabilization. Will we have a repetition of 1946-47? It looks as if we were on our way.

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## ***Danger to Education***

The influence of big business finances in the educational field continues to be a constant source of danger to honesty and freedom in learning.

Big business has always been a heavy supporter of endowed colleges and it is to the credit of most of these institutions that they have resisted the more obvious efforts to influence the educational processes. It should be mentioned that not all contributors have attempted to influence, but the implied desire may seem in many cases to be present. Today, with the tax structure being

what it is, there is a greater and greater incentive for corporations and large money-earners to make contributions to educational organizations. Under present tax laws the actual cost of contributions is only a fraction of what the contributions appear to be. In other words, big business can get credit for a great contribution whereas under the tax laws the contribution's actual cost is only a fraction of the amount.

The increasing resistance of big business to liberal policies and liberal thought may have a more pointed effect on large contributors. We may well expect the minions of the N. A. M. to attempt to see that their contributions do right by their (the N. A. M.) economic viewpoint. We sincerely hope that educators can resist any overt or covert efforts to influence them, but we are not too optimistic.

On another front the N. A. M. agents are interested in seeing that the public schools at the high school and grade school level get properly indoctrinated. We note reams of publicity, booklets, pamphlets and all sorts of literature designed to extoll the virtues of American business. We are not saying that youngsters should not know what makes the national economic machine tick, but we do think that a) youngsters should not get a false and exaggerated or one-sided view, and b) they should know something about the workers' contribution as well as about management's viewpoint.

Labor has been remiss in telling its story. Labor cannot compete with big business in fancy contributions and endowments, but it has a great moral force on its side—and it should be used, lest money become a serious and continuing danger to free education.

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## **Attention Delegates!**

**The convention of the International Brotherhood of Teamsters is less than six weeks away. If you have not sent in your request for hotel reservations, please do so at once. Send to**

**Mr. Raymond L. Leheney  
International Brotherhood of Teamsters  
846 South Union Avenue  
Los Angeles 17, California**

**If delegates to the convention have not been named, the selection should be made at once and reservations should then be requested immediately. We cannot guarantee rooms in Los Angeles unless requests are made immediately.**

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**S/ Dave Beck, Chairman,  
Convention Committee.**

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# Teamsters' Welfare Is at Stake

**D**OCKET No. MC-200 (Sub-No. 84), which is called the "Riss case," is an application by Riss & Company, Inc., for a certificate to transport certain commodities, particularly explosives, ammunition and component parts thereof, on Government Bills of Lading, between points and places and over routes in several states. Docket No. MC-35628 (Sub-No. 170) et al., which is called the "Consolidated case," is the lead docket on which are consolidated 22 applications by 20 motor carriers for certificates to transport various commodities, including in many cases explosives, between points and places in various states.

Hearings in both the Riss case and the Consolidated case were held before Examiner B. E. Stillwell. The Riss hearings lasted 50 days; the Consolidated hearings, 15 days. The complete transcript of proceedings (record and exhibits) in the Riss case was incorporated by reference into the record in the Consolidated case.

The International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers Union of America, A. F. of L., which is called the "Teamsters," filed a petition for leave to intervene in both the Riss and Consolidated cases. The examiner allowed the intervention in support of the applications.

Representatives of the Brotherhood of Locomotive Engineers, the Brotherhood of Railroad Trainmen and the Order of Railway Conductors, appeared in opposition to the granting of these applications, saying their unions had a membership totaling 329,000. They said the maintenance of a "financially sound and solvent railroad" system was of interest to their members. They also professed concern over the possibility of injury to rail employees and to the public and public prop-

## ***Far-Reaching Principles Involved in Case Determining Grant of Explosives-Hauling Permit; Rail Interests Raise Smoke-Screen***

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*For reasons detailed herein, the Teamsters' Union, as an intervener, has filed the accompanying brief in support of a carrier for a permit to transport explosives. The Teamsters' Union holds that employment opportunities for its members would be impaired if the permit is declined.*

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erty from explosions of trucks carrying explosives. Several other witnesses echoed their fears for the economic plight of the railroads and for public safety. The voluble exclamations of these railroad interests led even Examiner Stillwell to note that the testimony of Martin H. Miller of the Brotherhood of Railroad Trainmen was received "not as a statement of facts of evidence, but merely as a statement of position."

The Teamsters are concerned that the examiner has permitted the rail unions and railroad interests to present evidence concerning the general issues of whether any motor carriers should be granted any authority to transport explosives or any other commodities. Since the Commission held evidence concerning such issues irrelevant in an application proceeding in *Moe Gollock Application for Extension of Operations*, the impropriety of testing such issues in an application proceeding has been settled. There was no notice that such issues were to be involved in these proceedings. With notice of such a general investigation proceeding, the Teamsters and others would have been afforded an opportunity to present evidence on such issues.

The Teamsters do not believe it proper for these application proceed-

ings to be made a forum for the determination of issues affecting the entire motor carrier industry and its employees. The Teamsters, however, desire to express their position in these proceedings because of the views expressed by interests adverse to the motor carrier industry.

## **I Continued Well-Being of the Teamsters and of Our Nation Make Granting These Applications Imperative**

The Department of Defense presented testimony in support of a need for motor carrier service in these cases. Most of the territory covered by the Department of Defense support has been served on temporary authority by Riss for several years. Neither the rail union witnesses, nor other railroad interests were aware of this fact. In addition, Riss has been transporting explosives and other commodities on temporary authority to an extent, and serving a territory, greater than that covered by the testimony on behalf of the Department of Defense. Hundreds of members of Teamsters have been participating in thousands of truck movements of Riss on temporary authority. The Teamsters' interest is clear. Should the result of these proceedings be that Riss and other motor carriers are not granted permanent authority to the same extent that Riss now has temporary authority, members of the Teamsters will lose their jobs.

The Teamsters have over 1,250,000 members in more than 1,000 locals in the United States and Canada. The Teamsters, therefore, rep-



resent almost four times as many workers as all rail unions expressing interest in these proceedings. The interest of our members is not superficial; it is a living issue. The loss of jobs of hundreds of our members will affect our entire membership, which will be required to help out those who become jobless.

### ***Threatens Livelihood***

The economic arguments of the railroad interests threaten more than the livelihood of those members of the Teamsters who lose their jobs as a direct result of a denial of these applications. The next logical step would be to revoke the certificates and permits of other motor carriers for the transportation of commodities not here involved in order to bolster a wobbly railroad system. All forms of competitive transportation would have to be curtailed to subsidize railroads. Such action might assure a profit to the railroads. It would certainly assure greater costs to the consumer, higher taxes to the citizen (who pays for transportation on behalf of the Government) and loss of a means of livelihood to Teamsters and others.

The Teamsters strongly oppose any attempt to put a lid on the growth of the motor carrier industry on a false ground that such a lid is required to make the railroad system sound. We are not opposed to the right of members of all unions to earn a decent wage. We subscribe to the belief that members of all unions are entitled to a decent living. Rail unions, likewise, should recognize our right to a job. They should not oppose the granting of operating rights to motor carriers (and the employment of Teamsters) on the unsubstantiated ground that such grants of authority may interfere with their earnings.

The position of the rail unions and of other railroad interests in these proceedings is additionally based on the assumption that the national defense, the national transportation policy and the nation's economy require the maintenance of

a financially sound railroad system even to the detriment of other forms of transportation.

The Department of Defense is the segment of the Government delegated the task of determining our nation's defense needs. The Department of Defense appeared in these proceedings in support of granting permanent authority to motor carriers. The Department of Defense stated that it needs motor carrier service to meet military needs. It stated that motor carrier service is essential to expedite movements which rail carriers cannot handle. It stated that motor carrier service will eradicate the extra handling required in rail movements.

### ***Profit's Before Defense***

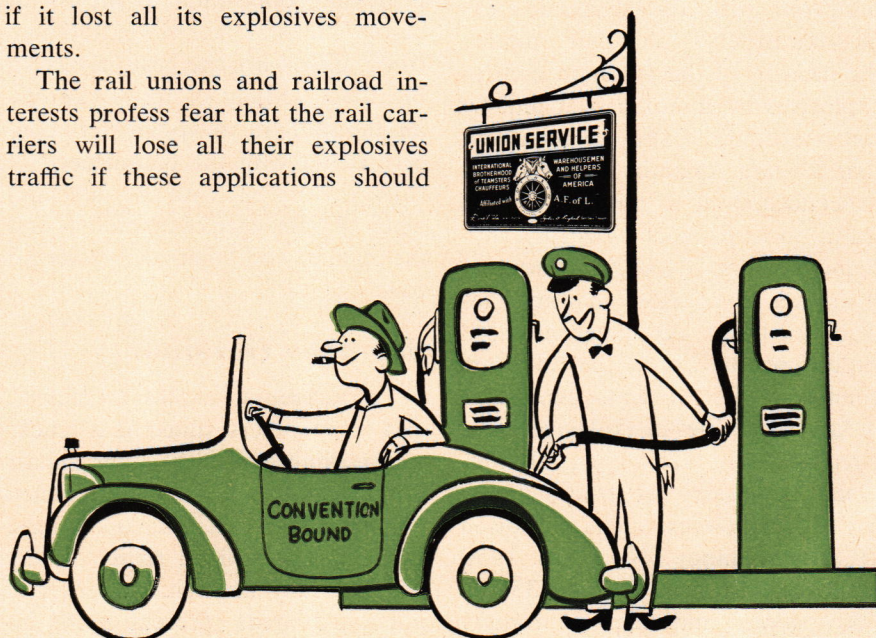
Railroad interests would apparently leave the defense needs of our nation unsatisfied so that railroads might continue to profit. Their protestations of need for this business, so that the over-all rail efficiency will not be distorted, is inconsistent and groundless. Even the rail carrier's own witnesses did not claim, with one exception, that Riss' operations on temporary authority had affected over-all rail efficiency. On the contrary, one rail carrier's witness indicated he did not believe his carrier's operations would be affected in any way if it lost all its explosives movements.

The rail unions and railroad interests profess fear that the rail carriers will lose all their explosives traffic if these applications should

be granted. The testimony of the Department of Defense, however, shows that while Riss has had temporary authority in the territory covered by the Department's testimony, the traffic has moved predominantly by rail. Indeed, the rails' own estimates of explosives movements in 1951 indicate that the rails handled over ninety per cent of such traffic. The Department of Defense stated that motor carrier service is needed to supplement, not supplant rail carrier service. There is no reason to believe, therefore, that the distribution of traffic as a result of the granting of these applications will be any different than the past distribution between rail carrier and motor carrier.

### ***No Evidence***

Despite their protestations of possible injury to rail employees, not one of the rail union representatives could point to a single case where a truck carrying explosives had injured any rail employees. This, despite the fact that Mr. Guy L. Brown of the Brotherhood of Locomotive Engineers had thoroughly searched the Commission's records of accidents at rail grade crossings. The annual reports of the Commission indicate that at least one rail employee has been killed in connection with the transportation of ex-





plosives by rail. Considerations of safety to rail employees alone, therefore, should lead rail unions to favor truck transportation rather than oppose it.

The rail union witnesses and railroad interests expressed concern for the safety of the public during these proceedings. Upon analysis, however, it is seen that the interests opposed to these applications were almost without exception unaware that the Department of Defense had appeared in these proceedings, unaware that motor carriers had previously obtained permanent authority to transport explosives, unaware that Riss had been operating for several years on temporary authority to the same extent as it now seeks permanent authority. Much, if not all, of the opposition is based on no knowledge of what is involved in the proceedings except that the railroads oppose the applications.

### **'Book Expert' Testifies**

One "explosives expert" testified that motor carrier transportation of explosives is more hazardous than rail. His qualifications for such a statement were classroom and laboratory experience. Two "explosives experts," each of whom had considerable experience not only with research but also with the practical problems of transporting explosives, disagreed with the academic "explosives expert." In their opinion, the hazards of the transportation of explosives by motor carrier and by rail are equal. They pointed out that the large quantity of explosives concentrated in a rail car and in trains portends more disastrous consequences for lives and property than does the smaller quantity handled by a truck. As one experienced expert pointed out, the disasters connected with accidental explosions of large quantities of explosives have wreaked more havoc than all combined explosions of trucks transporting explosives. The explosion at South Amboy, N. J., in 1950 alone cost 31 lives, injured 350 to 400 people, and caused property

damage amounting to \$10,000,000 to \$15,000,000. While the railroad claimed that this was not an explosion connected with the transportation of explosives by rail, the House of Representatives Report demonstrates that the negligence of rail employees could have caused the explosion at any time during transportation as well as during the transfer to lighters. The South Amboy, N. J., accident also punctures the facade thrown up about the training of rail employees for handling explosives. The House Report points out that the only knowledge the Pennsylvania Railroad's "assistant foreman of explosives" had, consisted of that gained in 1932 for purposes of passing an oral examination and from reading a one or two page supplement in 1942.

The basic thesis of the rail unions and others respecting the safety of motor carrier transportation of explosives is punctuated with an assumption that truck drivers are intent upon driving their units into rail trains, into school busses, into passenger automobiles, in front of school houses, onto bridges, into tunnels, and into residential and business areas for the purpose of causing an explosion. Common sense repels the argument that truck drivers are endowed with a "Kamikaze" complex. Indeed, even those expressing opposition to the motor carrier industry, acknowledged that truck drivers are the best drivers on the road. Many of those expressing the railroad viewpoint were concerned not with the competency of truck drivers but with the incompetency of passenger car motorists and the faulty condition of passenger cars.

### **Sabotage Question**

The academic "explosives expert" and some others stated that trucks transporting explosives offer opportunities for sabotage. He neglected to point out that rail operations, which are over fixed rights of way and generally through the center of populated areas, present more in-

viting opportunities for a saboteur who has only to locate the tracks being used for transporting explosives and then to wait.

### **Conclusion**

WHEREFORE, the Teamsters respectfully request the Commission to grant the applications in these proceedings at least to the extent that Riss & Company, Inc., has held temporary authority.

Dated at Washington, D. C., this twentieth day of August, 1952.

Respectfully submitted,

The International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers Union of America, A. F. of L.

By Frank L. Tobin,  
Director of Research.

### **Jap-made Sewing Machines Draw Crackdown by FTC**

The invasion of the American market by Japanese-made goods is pointed up by recent action of the Federal Trade Commission in cracking down on sewing machine importers.

The FTC recently charged seven companies with deceiving the public by failing to reveal the fact that the machines were made in Japan and has ordered a hearing late this month in Washington, D. C.

The FTC complaint charges that when sewing machine heads reach the U. S., they bear the word "Japan," but in the process of assembling the word is concealed by the motor and is not visible to the buyer. In some situations the word "Japan" appears in a medallion and is so small that it does not constitute adequate notice to the buyer.

Moral: if you are buying a sewing machine, be sure and look closely for the sign of origin or you may wind up with a Japan-made product although it may bear an American-sounding name.



## Teamsters Judge Teen-Age Road-E-O

(Continued from page 23)

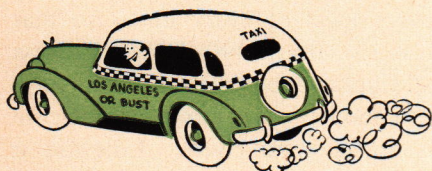
through six intricate driving situations, while expert judges watch and score on a point basis.

It was in this all-important role of judging that Local No. 773 made its major contribution. Working closely with the Pennsylvania Motor Truck Association, local Junior Chamber of Commerce Chairman Earl Crist contacted Local No. 773's president, Hugh J. O'Donnell stating that "When we considered that we needed as judges men who drive for a living, and believe in the value of safety programs, truck drivers were the natural choice." President O'Donnell selected from his membership roles five men to act as judges, all of whom had a five-year or more "no accident" record.

However, Local No. 773 did more than judging. In addition to turning in a thorough and highly commended performance in this respect they sparked the drive to publicize the event and enroll contestants. One eye-catching stunt was the placing of a huge sign on the truck shown in the picture, then driving the truck to key spots on Allentown streets, where it attracted considerable attention.

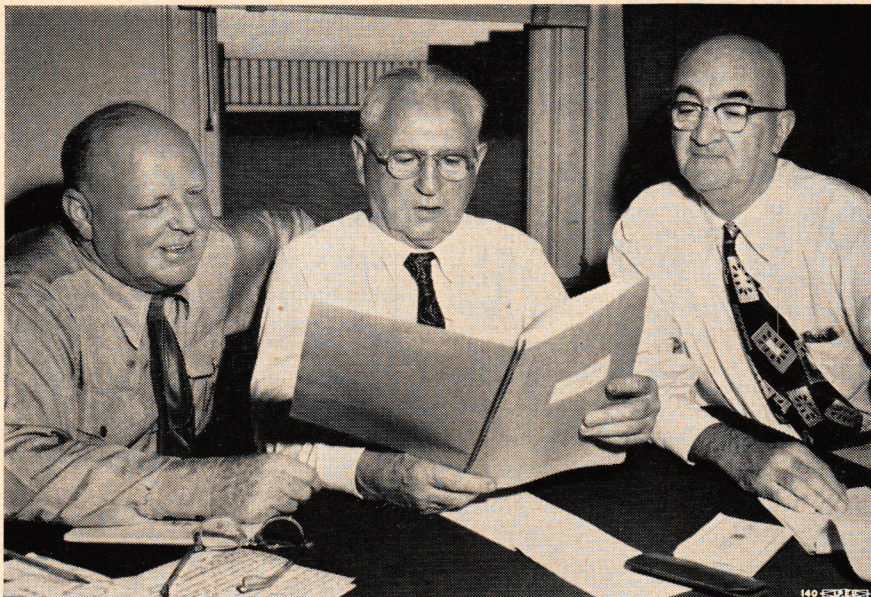
One of the judges, Raymond Heefner, drove a tractor-trailer over the same course that the contestants drove their cars to prove the capabilities of the judges and was unofficially credited with a perfect score.

The judges were: Richard Winkle, Peter Krikovich, Oliver Laudenslager, Norman Stephens and Raymond Heefner.



## Executive Board Meets in Busy Session; Lee Formally Installed

(Continued from page 19)



International officers making plans for the 1952 convention which will be held in October in Los Angeles. Left to right are Executive Vice President Beck, General President Tobin and General Secretary-Treasurer English.

The appeal of Jerome Hoffman from the decision of Joint Council No. 40, Pittsburgh, Pa., upholding the decision of Local Union No. 249, General Teamsters, Chauffeurs & Helpers, Pittsburgh, Pa., was considered and the decision of the Joint Council was upheld.

It appearing to the Board that the appellants in the following appeals to the Board had withdrawn their appeals, the same were dismissed by the Board and not considered further:

The appeal of Stephen Zdanowics from the decision of Joint Council No. 64, sustaining the decision of Local Union No. 191, Bridgeport, Conn.; two appeals of Benjamin Rodney from the decisions of Joint Council No. 10, Boston, Mass., sustaining the decisions of Local Union No. 259, Newspaper Chauffeurs, Distributors and Helpers, Boston, Mass.; the appeals of Kenneth Smith and John J. Allen from the decision of Joint Council No. 64,

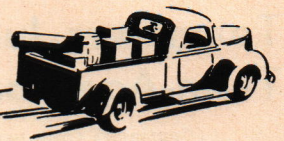
New Haven, Conn., sustaining, with modification, the decision of Local Union No. 191 Teamsters, Chauffeurs, Warehousemen and Helpers, Bridgeport, Conn.

In the appeal of Antone Andrade from a ruling of Joint Council No. 64, made in connection with a decision of Local Union No. 191 Teamsters, Chauffeurs, Warehousemen & Helpers, Bridgeport, Conn.; respecting Andrade, the Board decided that there was nothing properly before it to be determined and, therefore, dismissed the appeal.

Executive Vice President Beck, Chairman of the Convention Arrangements Committee, reported that all was in readiness for the holding of the convention of the International Brotherhood at the Statler Hotel in Los Angeles, Calif., beginning October 13 of this year. Ample accommodations have been guaranteed and all reservations for accommodations received to date have been taken care of.



# SHORT HAULS



## Trend Grows for Paid Workers' Physicals

The subject of physical examination, a lively one for Teamsters, is the basis of comment of Secretary of Labor Maurice J. Tobin in his recent annual report.

Secretary Tobin notes the "continuing trend" of legislation which makes it unlawful for an employer to require an employee or applicant to pay the cost of a medical examination required as a condition of employment. Five states recently enacted laws, according to the report, which are part of this general trend: Arkansas, Illinois, Minnesota, New Hampshire, and North Carolina.

A total of 15 states and the Territory of Alaska now have laws of this type.

## Small Portion of Pacts Guarantee Wage Levels

The Canadian Department of Labor's official publication *The Labor Gazette* looks at the report on bargaining agreements in the United States and notes that only 7 per cent have wage guarantees. The observations are based on studies made by the United States Department of Labor.

The U. S. studies were made in the form of contract analyses of 2,500 agreements and it was found that only 184 contained definite guarantees of employment or wages. Only 20 of these guaranteed wages or employment throughout the year or for a substantial portion of the year.

Most of the remaining 164 agreements, notes the *Gazette*, "merely guaranteed a minimum number of hours or amount of pay for each week that an employee is called to

work and did not guarantee a minimum number of weeks' work or pay per year."

This the Canadian labor publication observes, is at best a compromise.

## Propose Third Road Test; Recommend Illinois Site

A new road test which may be recommended by the American Association of State Highway Officials has been suggested by its working committee. The new test would take place on U. S. 6, a Federal interstate road in Western Illinois between Ottawa and LaSalle.

The new site, believes the committee, meets the desired requirements of climatic conditions, rainfall, soils, grades, geographic location and other attributes necessary to provide a fair standard. This proposed test would be the third designed to discover new facts about highway durability. The first test, MD-1, took place recently near La Plata, Md. The second now in preparation is known as WASHO will be made near Malad City, Idaho.

## Flexible Retirement Age Urged by Doctor

A flexible retirement age, adjusted to correspond with life expectancy, is recommended by Dr. William B. Rawls of New York City. The suggestion was made at a recent session of the American Therapeutic Society in Chicago. Such a step would allow "a gradual brake in the number forced to retire."

Dr. Rawls suggested that the retirement age be one-half of the life expectancy in years over 65 in order that those forced to retire would be more or less stationary. For example: a person with a life expectancy

of 68 years would be retired at 66½ years—three years being the difference between 65 and 68 and one half of this is 1½ years.

"Ability to do a creditable job" should be one of the major factors in determining retirement ages, says the New York doctor. He thinks arrangements should be made to "allow for a tapering off for the old-age group on the same basis as one works up when young" with corresponding decreases in salary if necessary.

Saying that most older people "do not want to retire," Dr. Rawls warned that "we should not lose the value of the wisdom and experience of the older group" and moreover, the nation should not burden the younger age groups with the "tremendous cost" of early retirement.

## Senate Report Exposes Taft-Hartley Weaknesses

Weaknesses of the Taft-Hartley law were recently exposed in a staff-prepared report of the Senate Committee on Labor and Public Welfare.

The report said that the so-called non-Communist affidavit requirement of the law is a useless time-waster and should be abolished. This requirement, said the report, "is serving no practical purpose. Well-known Communist party-liners have had no difficulty in signing affidavits that they are not Communists."

The report drew attention to the fact that staff members of the National Labor Relations Board are bogged down with work in checking compliance of every officer of every local of every union so that it takes 400 to 490 days to process and unfair labor practices charge—and another year after that if the case is appealed to court. Likewise it



takes 70 to 140 days to process a request for a representation election.

The Labor Committee subcommittee proposes that unions as a substitute for the affidavit requirement certify that their constitutions and by-laws bar Communists from holding union office. Such a step, believes the subcommittee, would be as effective as the oath requirement and would cut down on some of the heavy NLRB clerical work.

The staff report also proposes the establishment of a labor court of appeals as part of the Federal court system with regular judges assigned to it on a rotation basis. It was also suggested that a legal pool be established for the NLRB members in lieu of each member having his own legal staff.

### Plan "Living" Memorial For Coal Disaster Victims

A new type of memorial, one that will provide employment, is being planned as a monument to the 119 coal miners who lost their lives in the West Frankfort, Ill., Christmas blast last year.

Citizens of West Frankfort and Benton, Ill., are planning to raise enough funds to erect a building halfway between the two towns to house an industry to employ the widows of the miners who lost their lives in the explosion. Estimates indicate that \$500,000 will be necessary.

### Book Aids Cause

To aid the project Mayor Edwin Hair of Benton has compiled the story of the mine explosion in a book called "Our Christmas Disaster" with one-half of the \$2 price going to the memorial fund.

The book contains accounts of the miners who escaped, the story of Cecil Sanders, the only man found alive by rescue workers; farewell notes; crude signs directing rescue workers; history of the critical story of the investigations, disaster fund collections, etc. Donations to date exceed \$200,000.

## Labor Day Message

(Continued from inside front cover)

dates for public office. It means that he must play his part in organized political action by contributing \$1 or more to Labor's League for Political Education. It means that he should prevail upon members of his family and his friends and fellow workers to fulfill all these obligations of good citizenship and good union membership.

The course of action I have outlined is vital to the preservation of freedom and progress in our American way of life.

In membership and economic strength, our trade union movement stands now at the peak of its development. Our adversaries seldom attempt any more to employ the brutal methods of the past to break up our organization, because they have learned that the harder we are attacked on the economic front the stronger we become. Therefore, they have switched their offensive to the political front where we stand exposed and vulnerable because of the inertia and the inattention of our membership.

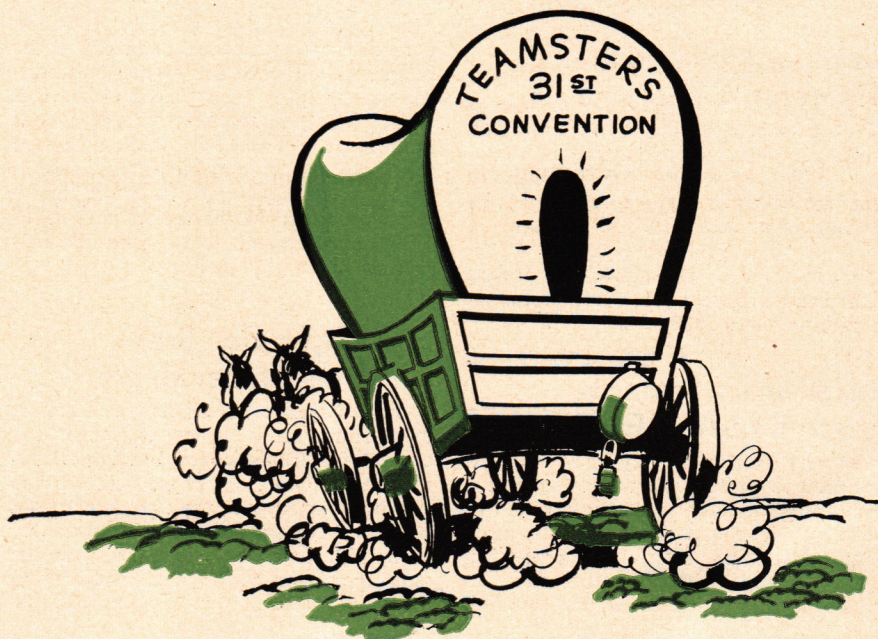
Big business is not neglecting political action, nor is it failing to take advantage of labor's political

weakness. Through political pressure, big business pushed a reactionary Congress into enacting the Taft-Hartley Act while prevailing upon a large number of state legislatures to adopt similarly oppressive measures.

Through political propaganda, big business has blocked badly-needed social reforms such as improvement of social security, federal aid to secure better education, a decent housing program and insurance against medical costs.

By an all-out political drive, big business forced Congress to weaken price controls, to tear down rent controls, to push the cost of living higher, to boost profits and to place an unfair share of the burden of taxes on the backs of the low income groups.

If we want to change this trend, if we want to prevent even more serious blows at the welfare of the great masses of our people, there is only one way to do it—by political action. Big business has the money, but we have the votes. If we get those votes into the ballot boxes, the cause of democracy and human decency will triumph.





## New Pistol-Shaped Acetylene Torch

An acetylene torch recently introduced by a Pittsburgh firm produces a flame at the squeeze of the trigger. Upon release it immediately shuts off, thereby saving time, fuel, work and matched and reduces substantially the hazard of fire, it is claimed. Well-suited for a wide variety of work, this handy 12-ounce, pistol-shaped torch solders, sweats copper fittings, silver solders, light brazes, removes paint, loosens nuts and bolts, heats tile mastic, straightens fenders and heats putty among many other tasks.



## Dry Ice Bunker For Cooling Loads

A small dry ice bunker, capable of holding a cake of ice ½-block thick, is highly efficient at maintaining low temperatures for such loads as candy, ice cream bars, bakery goods and similar merchandise. For florists the unit comes equipped with a sealed dry ice compartment featuring an outside venting of the carbon dioxide gas.



## Hydraulic Boom For Overhead Work

One or two crow's nests may be attached to the new hydraulically operated boom making it possible to get men and materials aloft on a safe working platform for overhead work.

The unit permits a 500-pound capacity which makes it possible for two men plus their equipment or one man with heavy tools and parts to be raised to a working height of 40 feet. The unit can be mounted on any standard commercial truck chassis of 1½ tons or more and the radius of the upper half of its sphere is 26 feet from the top of it mooring. If no truck chassis is available, the boom can be mounted on a dolly of a trailer.



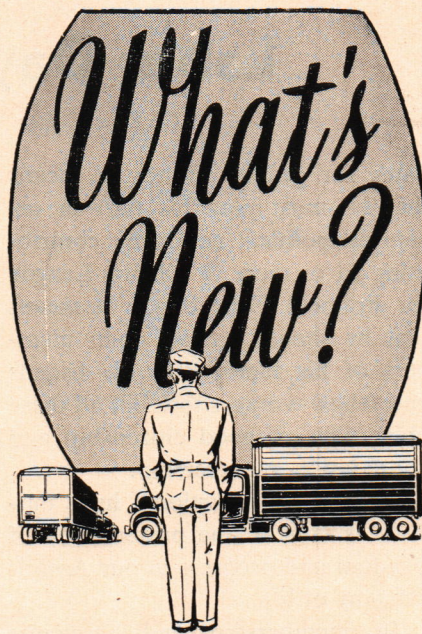
## Compact Five-Inch Diameter Generator

A compact new generator, especially applicable on vehicles equipped with two-way radio, is a new 5-inch diameter machine which at idling speeds produces 20 amp of current and a full 55 amp at 15 mph. The generator employs 4 carbon brushes and withstands high speeds by means of it steel-bound armature. It is manufactured in Springfield, Mass.



## Respirators Protect From Industrial Fumes

A new double-cartridge respirator is designed to protect the wearer against a wide range of fumes commonly found in industry. The unit is available in three new types, the filter, for protection against nuisance dusts, the cartridge, to protect against such fumes as gasoline,



and another filter type to protect against poisonous as well as nuisance dusts.



## Machine Produces Skid-Resistant Tread Pattern

A machine creating a skid-resistant tread pattern consisting of miniature rubber blocks is designed for treating new or used tires to increase traction. In starting or stopping, the tires gripping edges are presented to the road surface by the tilting action of the blocks as they contact the highway. A 15 per cent increase in tire life and a 20 per cent decrease in skidding on wet or icy pavements was reported from tests conducted by the manufacturer.



## Portable Hand Tool Is Metal Miter

A hand tool, said to produce clean and accurate cuts with an easy squeeze of the handles, is designed for on-the-job mitering of metals. This pocket-size unit which, when assembled, weighs just 2 pounds, incorporates a snap-on feature which permits interchange of dies. Available dies are capable of mitering, notching, slotting of non-hardened steel up to 1/32 in. and metals like copper and aluminum up to 1/16 in.



## Passenger Car Brake Controls Trailer Brake

Said to reduce jerking and jack-knifing to a minimum is a new passenger car control for trailer coach braking manufactured in Ohio. By it the trailer brake is synchronized with the auto brake foot pedal and for such special circumstances as up-hill stops, there is a lever on the steering column control for hand-braking the trailer alone.

## Electrode Holder for Hard-to-Reach Spots

Featuring interchangeable tip end insulators, is a holder for electrodes 7/32 in. through 1/16 in., for welding in those hard-to-get-at places. The unit permits the soldering or clamping of the welding cable to the body of the holder. The holder is 9/14 in. long and the raised upper level allows plenty of room for the operator's hand.



## Aluminum Electrical Cable of Standard Sizes

Now available in standard sizes is a new automotive electrical cable made from aluminum wire and marketed in bulk lengths. A neoprene covering provides insulation for the cable which is stranded from all-aluminum EC graded wires of special temper.



## Taut Pick-up Truck Tarpaulin

The use of springs to maintain a predetermined tension assures a snug fit for the tarpaulin of pick-up trucks. A newly-designed frame and tarpaulin incorporates a 14 gage, rust resistant channeled steel construction with a canopy of 17 oz. double-filled duck which is both mildew and waterproofed. The tarpaulin is also designed for stake trucks and although coming standardly in olive drab is also available in a flameproof Air Force blue model at a slight increase in cost.



## Safety Chain Stops Jackknifing

A new device currently being marketed is a safety chain to prevent semi-trailers from jackknifing beyond an angle selected by the driver. The chain also acts as a safety pin to prevent accidents due to failure of the coupling pin by preventing the trailer from sliding off the fifth wheel until the pin can be repaired. At the same time, the chain can be adjusted or removed entirely to enable the operator to maneuver into a tight spot or execute square corners.



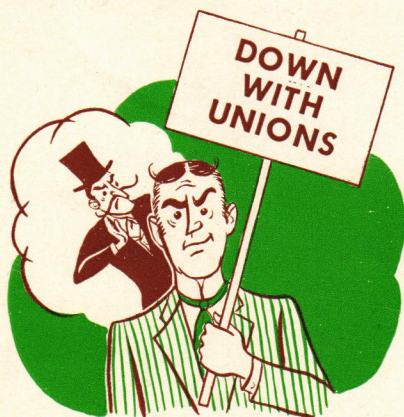


# FIFTY YEARS AGO IN OUR MAGAZINE

(From *Teamsters' Magazine*, September, 1902)

## REMEMBER THE UNION

Trade unions to us means everything that is noble and good; through them we hope to gain redress for our wrongs and show to the world by legitimate means that we can improve our own condition, and in doing so improve the condition of our fellowmen at the same time. The man who says that trade unions are a nuisance, a hindrance to prosperity and a detriment to our country, is a scab at



heart and a traitor to the best interests of labor. Do we want to have this great and glorious land of ours on the same level with the pauperized countries of Europe, or do we wish to see the rich thrive while the poor starve? If not, we must hold trade unions in respect and belong to them, for it is only through their advocacy that wages are raised, working hours reduced, satisfactory agreements reached between employers and employee, the home protected and our children brought up to be good, law abiding citizens, a credit to us and an honor to our country. Remember the Union.

## LABOR AS EDUCATORS

There never has been so great and economic educational movement known in the history of man as the trades unions. But a few years ago in the United States a trade unionist was looked upon as an anarchist and a dangerous man in a community. He was shunned by the would-be good citizens of the neighborhood wherein he lived. If trouble came between an employer and employee the employer always got all the public sympathy, and the unionist was ostracized as an agitator and subjected to the scorn of the masses. But as time passed and more crafts and trades felt the oppressive hand of greed gradually and stealthily drawing them into their slimy tenacles and their

conditions becoming more and more oppressive, their wages lessening and their liberties being taken from them, awoke and they began to organize and agitate their grievances and finally to assert their rights as American citizens by refusing to submit to further encroachments and the strike was the result. At first the efforts were weak and accomplished but little, but today they are to be feared by all classes, not on account of violence or destruction of property, but because of the stagnation of business and the unsettling of affairs. The sympathy of the public is now with the striker instead of the parties against whom the strike is made. People have been educated to the fact that the trades have equal rights with capital and that without the aid of labor capital would be a "dead letter" and that the producer of wealth is worthy of a fair wage for a day's work. Then the most important part of the educational features of the movement is that they see the importance of bettering their conditions and have become convinced of the way and methods to procure the needed relief from their present conditions. They have tried for years to get relief through the old political parties and have been either betrayed or sold out nearly every time. This method of procedure by wily politicians has caused a great many union men to be down on political parties and they have become independent voters and the longer and more closely their needs are studied the more the spirit of distrust of present conditions becomes and today this country is resting upon a political volcano that is liable to belch forth at any election and overturn the paper houses of those in power and change the political actions of our country, change the attitude of government towards capital and labor and create the greatest political revolution ever known in this or any other country. The educational features of trades unionism has reached the whole of the civilized world and awakened up the masses as no other movement has ever awakened the masses in the history of the world."

## AID FOR MINERS

The Team Drivers in Convention at Toledo, backed up their sympathy for the striking coal miners in the anthracite region by donating \$1,000 in cold cash, and notifying President Mitchell and Secretary Wilson that a like amount would be forthcoming if the strike con-

tinued 30 days longer. It costs \$4,000 a day to keep the militia in the coal regions, and the citizens of the commonwealth of Pennsylvania are such good fellows that they never kick at putting up their money to protect the property of the coal robbers. It's a cinch for the barons.

## THE BISHOP SPEAKS

Bishop Potter on labor: "I have stood by the open excavation of the underground railroad in New York City, looking at the men digging. They have told me that they get \$2.00 a day for fair days when the work could go on. Living is expensive in New York. These are not the submerged; they are men of brawn and health. They are the men of 'labor.' I have gone through the corridors of the fashionable hotels at midnight hours and looked on the diners and winers, with liveried waiters obsequiously serving the viands of all kinds. These are the 'employers.' Are the interests of the two classes mutual? Can easy-going optimism conjure up any relation between the two? Can any bridge span the chasm between them? When I go through our factories and see fine able-bodied men, dexterous, earnest men working nine hours a day every day and every year a lifetime through, fashioning the uncouth raw material of wood and metal and marble into house material, I ask myself, will the laborer have any of these polished and luxurious appliances in the home of his family, or will they only go into the well-to-do, the mansions of the rich—the employers'



class? Are the interests of the laborer and capitalist mutual in this work? I know full well that many will say that money payment settles the whole score; but even if that were so, is there any mutuality when one makes and the other enjoys?"



*It's Your Job*

to help make

**UNION**

**TRANSPORTATION**

attractive to the  
American Public

